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The Hongkong Telegraph.

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 22, 1909.

INCAPACITY, INCOMPETENCE OR MISREPRESENTATION?

(15th May.)

We assume that by this time readers who are interested in the construction of the Kowloon-Canton railway have made themselves acquainted with the report submitted to the Legislative Council on the subject and the statement delivered by His Excellency the Governor in explanation of several of the items contained in that report. Nobody realises better than we do the unfortunate position occupied by a Governor in relation to this matter which was engineered and started under the auspices of one who devoted funds without the sanction of the Council to the inauguration of works entirely outwith the knowledge of the people's representatives. Not that we would suggest these funds were improperly directed. What we wanted to know was the actual condition of things on the railway construction works, the progress of the operations, the character of the line, the probable ultimate expense of the undertaking—a mere matter of 25 miles or less—and the estimated date of its completion. None of these details were furnished by the predecessor of Sir Frederick Lugard. Over and over again we demanded a statement, but either the unofficial members of the Legislative Council were too busily concerned with other interests or too much under the thumb of one who believed himself to be a sort of omnipotent deity to press the question. All along we have held the belief that there has been mismanagement or, at least, lack of vision exhibited over the construction of this simple task of running a line from Kowloon to Samchun. We have heard of bridges built on mud, of culverts washed away by innocent freshets, of things done that had to be undone, of needless expenditure incurred owing to the want of common discretion, but the Government steadily refused to supply the information which belongs of right to every individual who contributes to the taxes imposed by the Colony's administration. Were we wrong when we asserted that all was not well with the railway, that serious deficiencies were in evidence, that vast amounts over and above the approved estimates would be necessary before the line even approached completion, that the mysterious absence of official data on the subject was suspicious? A glance at the "appendix" laid before the Council on Thursday, taken in conjunction with the Governor's views, does not, we think, controvert the general trend of ideas we have previously submitted. A more depressing account could scarcely be imagined. A miniature railway line which was to cost a mere five millions in dollars on the original estimate will, it has been discovered, cost not less than double that sum and probably treble the first estimate. The truth had to come out sooner or later and it is fortunate that in Sir Frederick Lugard we have one who has the courage to lay the plain facts before those who are entitled to know and to shoulder valiantly a burden with which he has been involuntarily saddled. We hesitate to suggest that there has been incompetence displayed in carrying out this work of connecting Kowloon with Canton by a single line of rails. We disclaim any special technical knowledge of an extremely technical question, but from the standpoint of ordinary laymen we must say that, in our opinion, there has been gross carelessness somewhere. Why all this miscalculation, under-estimation, and apparently practical inability to understand the situation, to make allowances for the special conditions prevailing in the New Territories? Why at this late hour of the day should we have to learn that earlier operations have resulted in a grand fiasco? Was there then no reason for all this secrecy that has been maintained up to the present time? Were we concerned with a private corporation we should have something more to say, but as the officials on the railway are, as officials, tongue-tied and helpless in face of press criticism, we say nothing. But we can think furiously. What would you, the reader, think if, as a shareholder in a British or foreign railway company, the general manager and chairman of directors reported that all previous estimates as to the cost of construction of the ridiculously small side line were absurd and futile, that an adventure which had been embarked upon with light heart and easy conscience was likely to prove a disastrous speculation? Because that is the light in which the matter has to be viewed. It may be said that all Government enterprises are expensive, but that is no answer to the question. Somebody would have to be hauled over the coals, and somebody would receive the orders of the "big stick" and the mailed glove, both combined and neither autogistic. It is not surprising that when the Governor, in presenting one of the most explicit and plain reports on the subject of the railway, should declare that it was "not an exhilarating subject." That was a most euphemistic way to describe a heart-breaking affair, and it only shows how foolish it is on the part of the Government to refrain from taking the public into its confidence. Had we known, as we should have known long ago, the state of affairs and been allowed to realise how far anticipations were at fault, there would be less cause for criticism to-day. We should have been prepared for what we must now regard as the last

table. But when we are kept in ignorance of the financial and operative doings of the Government undertaking when the confidence of those who with the Government well is repelled and slighted and when we only learn at the last moment, when concealment is no longer possible, that our fond hopes and beliefs are without foundation and that pessimistic views are confirmed, how shall we take it? Probably the only way is to make the best of a bad bargain, to put it in commonplace language. Of course, we, or most of those who read this, will have to pay the piper and look as happy as possible under the circumstances. The curious fact is this—that if a private firm should make such egregious mistakes as those attributed to the originators of this Kowloon-Canton railway they would not only be ostracised but buried and forgotten. Perhaps we had better leave the matter at that and leave readers who have perused the Governor's report to their own reflections. The one thing to remember is that in no way is the present Governor responsible for the derelictions of his subordinates except as administrative head of the Colony of Hongkong and to him our sincere sympathies are due for having to present in person an account of improvident incapacity which it was his misfortune to have to place before the Legislative Council two days ago.

THE BRITISH BUDGET.

(17th May.)

The fact that in the near future the Government of Hongkong will be under the necessity of raising additional revenue in order to meet the financial requirements of the Colony and to provide for the loss sustained by the drastic policy contemplated in connection with the opium trade lends peculiar interest to the Budget proposals which have been submitted this year by the Chancellor of the Exchequer to the House of Commons. While the conditions prevailing in the United Kingdom are entirely different to those in Hongkong it is probable that the general principles laid down will be followed in the Crown Colonies, where they do not affect the question of the "open port" policy. Most people will agree that to adopt the war-cry of the tariff reformers and establish what is called "protection" in Hongkong would be attended with fatal results so far as the prosperity of the port is concerned. More and more it is becoming evident that Chinese statesmen are maintaining every effort to retain Chinese trade in Chinese hands. The swing of the pendulum shows how at Canton it is the desire and aim of the Provincial Government to build up that centre of industry and commerce as an exporting and importing entrepot of trade and so reduce the importance of Hongkong as a distributing port. One of the recent Viceroy's did not hesitate to affirm that it was his supreme object to reconstitute Canton as the real Southern capital of China in trade affairs and, as a matter of fact, he had inaugurated a policy of administrative reform which had this end in view. That he was unable to carry his principles into effect was due to ulterior causes, which we have recited on previous occasions, and to the changes in Imperial Government offices which led to his own departure from Canton. But the danger of Canton ousting Hongkong with regard to the major portion of the exports and imports from and into South China must be steadily faced and any legislation which would have a retaliatory or a restrictive effect on the shipping of the port would be open to severe condemnation. Hongkong has largely won her proud position in the shipping world by the excellent facilities afforded for trans-shipment of cargo, the absence of oppressive shipping dues and the free admission of goods on which it is usual to place a duty. In other words the fact that there is no Customs House in Hongkong has given an immense impetus to its commercial importance. So that when the day arrives—and may it be far distant—that the Government deems it essential to impose fresh burdens on those who live in the Colony it is permitted to anticipate that whatever fresh taxation is required will come out of the pockets of the general public and that there will be no attempt to hamper or dislocate the trade of the port by the levying of dues on imported goods. That policy is, of course, subject to certain exceptions, as in the case of liquors, tobacco, etc., but, broadly, the general assumption may be allowed. Now then we come to the proposals of the British Government which have been submitted with the object of meeting the deficit of sixteen millions sterling and providing for the financial requirements of the ensuing year. It is proposed to increase the tax on tobacco to the extent of a halfpenny an ounce, while those in receipt of unearned incomes are to be still further mulcted. As a Shanghai contemporary suggests the first may be intended in a measure to pay part of the nine millions required for old age pensions, while the second may be considered a delicate method of making those who clamour for more *Dreadnoughts* pay the piper. As the *Mercury* says, however, "Tobacco already brings in nearly fourteen millions sterling, and income and property taxes over thirty millions. These sources would not seem capable of sustaining much further demand upon them. For some of the proposals we have been prepared for some time. The increased liquor taxes and licences were expected, and those concerned have insured themselves against them; and it was more or less taken for granted that an attack would be made on the sinking fund, a policy which Lord Cromer, in a recent speech at Leeds, foreboded and was prepared to justify to the extent of £4,000,000. The

Chancellor of the Exchequer is satisfying himself with £3,000,000. The taxes on motor-cars and on petrol are simply an extension of the same principle as that on which carriages used for pleasure are taxed. No doubt exceptions will be made where motor-driven vehicles are used for purely business and professional purposes, but with the tax as a whole there will be few who can offer serious objection to its imposition. It is certain that the man who can afford to buy and run motor cars costing a thousand pounds or more, can well afford the taxation to be placed on them, much more so than the working man with a thousand shillings a year can afford to pay duty on tea and sugar necessary for the maintenance of his wife and family. We have scant sympathy with the cry of poverty emanating from those incomes ranging between one and three thousand pounds, and still less with those over that sum. The addition of an extra twopenny to their income tax is merely a sign of the times, and if in any way it tends to reduce extravagant living it will be a national blessing. With regard to the proposal to tax land values we arrive at a matter which though long discussed has never come before the public in the tangible form in which Mr. Lloyd George presents it. "The state will henceforth take one-fifth of the unearned increment of the value of urban land." That is the statement, and though the amount expected from it is only expected to be some £3,500,000, it is the insertion of the thin end of a wedge which in time will result in the rearing apart of a great and consolidated injustice, for injustice it is when betterment, built up by the combined effort of a great community, is all appropriated by a microscopic minority. There is also to be a tax of a half-penny in the £ on the value of undeveloped urban land, which is expected to realise another £3,500,000. We are told by the contemporary already quoted that with regard to the proposed increase in the income tax, the scheme is based on the report of a Select Committee which met in 1906 and was presided over by Sir Charles Dilke. It may of course now be taken that the income-tax is a permanent source of revenue, though it was originally proposed as a temporary expedient and dispensed with when the need was over, but those who ever had any part either in its creation or its perpetuation ever forego the uses to which it would be put. In the report of Sir Charles Dilke's Committee there are given two series of calculations. Sir Henry Frimont of the apparent yield of two alternative rates of progressive super-tax on net incomes of over £5,000 a year. The rate was 3d. in the pound on net incomes from £5,000 to £10,000, in addition to the existing Income Tax, rising by 6d. and 9d. to 1s. super-tax on incomes over £10,000. The alternative scheme was one of super-tax rising from 6d. to 1s. in addition to the existing tax. The apparent yield was estimated in round figures at £3,250,000 a year on the lower scale and £5,500,000 on the higher. By means of calculations based on the house duty a maximum figure was obtained of about 19,000 persons having over £5,000 a year income, with an aggregate income of £121,000,000. Of course the fact that the majority if not all the members of the House of Commons, particularly those in the opposition, are in receipt of large incomes may lead to such heart-burning when this portion of the Budget comes up for discussion but the member with a cool £5,000 a year is not likely to make much noise about his personal objections and the ordinary working man with his £1 a week will be in a position to understand who are his friends just as those in receipt of old age pensions understand now the great difference between unfulfilled promises and adopted measures. The Budget is exceptionally democratic in its principles and it is just possible that the Government of Hongkong may take the cue from certain of the new proposals submitted.

BEACON HILL TUNNEL.

(18th May.)

It is with a feeling of intense satisfaction, in which most readers will keenly participate, that we have been informed that at last the tunnel through Beacon Hill has been pierced, and an important stage in the work of constructing the railway line from Kowloon to Sam Chun has been reached. The piercing of the tunnel does not, of course, imply that the work has been completed, but it means that the calculations of the engineers have been proved trustworthy, which, after the revelations made at the last meeting of the Legislative Council, is something to be thankful for. His Excellency the Governor hinted at the meeting in question that it was hoped the headings would be through within two or three days and that hope has fortunately been realised; and at the same time the recorded praise to the tunnel superintendent, Mr. Wallis, for having carried through the later operations with such expedition, as to render this result possible. Much still remains to be done before the tunnel has been completed, but there is reason to believe that the excavation will be ready for use by the end of the year and the permanent way laid and the line opened by next May. To those who are of a mechanical and statistical turn of mind it may be matter of supererogation to recapitulate the details of the work at the tunnel, but there are others who may not be averse from having the official facts repeated and we submit them as briefly as we can. We quote His Excellency, who said: "The heading cost per foot in 1907 was \$184, which has been reduced to \$70.04. The enlarging in 1907 cost \$76, which has been reduced to \$46.86; the heading in was \$58 and has been reduced to \$12.54. Now, if it were not for these

very large reductions per linear foot the expenses would have been something I dread to calculate. Obviously it is beyond my personal control to see whether or not the estimate formed by the engineers is adequate. The staff which has been employed has been reduced wherever it has been possible to do so without detriment to the efficiency of the work. The medical arrangements, which are practically carried out by Government, have increased enormously. Everything, in fact, that the Government has been able to do has been done. The cost of the tunnel—I speak of the big tunnel only; you will of course recollect that sum includes the smaller one as well as the large one—is estimated, as you will see in the report, at \$3,000,000. Its length is 7,212 feet, which works out at \$416 per foot; that is to say \$2,196,342 a mile, or in round figures about £200,000 a mile. If we add to that, charges for the permanent way and the shoring of the tunnel's length and the general charges of the railway, you will see that the cost of this tunnel is not less than one-third of the general charges of the railway. Everything has been said that it is necessary at present to say with regard to the enormous expense of the undertaking, and we do not desire to revert to a painful and depressing subject. We should certainly like to hear the inside history of the tunnel and the experiences of those who have engaged in its construction. Vague rumours have been bruited abroad from time to time about the doings at Beacon Hill, but it is has been impossible, even if it had been advisable, to verify them. The main point is that the two ends have been connected after months and months of hard labour on the part of a large gang of coolies under the direction of skilled tunnellers from the home country. Are we to assume now that greater expedition will be shown in the construction of the other tunnels and the permanent way? The sooner the line is completed, the defective bridges repaired, and the strength of the culverts proved and passed, the sooner are we likely to find practical benefits accruing from this link which is to connect Kowloon with Canton. We have waited long and patiently for that desirable goal, and we have yet to wait at least a year before regular traffic will be established on the frontier. If the engineering staff can secure that end within the time specified, no faults that have been recorded in the past may be partially condoned, and the good qualities of the completed undertaking elevated to the height of virtues.

FOR MARINERS ONLY.

This article is primarily intended for mariners. As most master mariners are aware, the Hydrographic Office at Washington, U.S.A., is engaged in an immense work, which may be regarded as an addition to that undertaken by the British Admiralty. In brief it is to collect such local and incidental information regarding obstructions to navigation, news as to rocks, shoals, currents, etc., which can be incorporated in the existing charts. From what we can gather, the present aim of the Department is to present the navigator with such a compendium of facts relating to the North Atlantic and the North Pacific that his pilot charts will be a simple *vide mecum*. By the kindness of Captain Milroy, Director of the Nautical School and Superintendent of the Sailors' Home at Hongkong, we are enabled to give some idea of what is being done and, at the same time, to show how master mariners, who take a love in their profession, may assist a great and glorious undertaking. It is difficult for an outsider, raw to these technicalities, to know exactly where to begin. Let us start with the official letter to shipmasters. Therein it is stated that provided they co-operate with the U.S. Hydrographic Office, Navy Department, in supplying certain details which are set forth they will receive free of cost all the pilot charts, notices to mariners and hydrographic bulletins published by the Department. Nationally does not count in this matter, for all is grist that comes to the mill; all is information to help the sailor-man. As an example of what we mean we take from the "Hydrographic Bulletin" the following: "Empress of Japan (B.S.), Captain Robinson—January 26 to 27, from (approximately) lat. 41° N. 103° 15' E. to lat. 43° 30' N. long. 156° E. during a heavy gale, from S.S.W. with very high sea, the steamer running with the wind and sea two points on the starboard quarter and yawing badly, used dog-fish oil with good effect for nine hours, as follows: 'An ordinary bucket with a small nail hole. In the bottom nearly filled with oakum and waste, was placed in the starboard forward latrine and kept filled with oil on running out formed a ribbon of oil about 30 feet wide on the water. Used from 4 to 5 gallons of the oil. [Report by Officer Douglas.]' Then there is a periodical paper issued on "port facilities" in which a curious statement is made under the heading of "Aberration of sound." It runs: "Captain Muir, of the British steamer *Kanibirok*, reports the following aberration of sound: 'The fog signal on Bird Rocks, Magdalen Islands, St. Lawrence Gulf, was not heard when 1 mile to leeward, while it was heard when 1 mile to windward. Wind, light to moderate at the time.' It will be seen that what is wanted is not so much phenomena at sea as effects which are likely to misguide the navigator and conditions which he is liable to experience. All that the Department desires is that owners and masters of vessels should evidence their interest in this admirable scheme for safeguarding so far as possible the hazardous life of those who go down to the sea in ships by notifying those incidents and features which may strike

them as unusual or characteristic. Take the case of the chart of the Gulf Stream. Here we are given a clear exposition of the currents as they exist during the different seasons. As laymen we were accustomed to understand that the Gulf Stream followed a definite course, an immutable movement, all the year round. Not so for the Gulf Stream has its little hiatus here and there, its wayward ways in special months—which, we take it, is known to most shipmasters. But here the caprices of the Stream are set forth in black and white. Then there is the pilot chart of the North Pacific Ocean—but as laymen we refuse to deal with so intricate a subject. All that is desired is that intelligent and observant shipmasters, of which there are a vast number in Hongkong, should record their impressions and observations, and send them to the American Consul, who will forward them free of postage, to the Department at Washington. We have said enough to induce any and every master mariner who has his profession at heart to forward this beneficent world-wide plan of mutual assistance to the uttermost. He would be a churl who would fail to take part in a scheme which may ultimately result to his own benefit. Besides, by associating himself with the scheme he ensures for himself the receipt of all the latest charts without costing him a penny. These are a few general ideas submitted by a layman, but the best plan for shipmasters would be to make inquiries of Captain Milroy of the Sailors' Home on the subject.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-HANKOW RAILWAY.

LOANS FROM ENGLAND AND GERMANY.

(By courtesy of the "Shing Po.")

Peking, 14th May.

A loan of £3,000,000 from England and another of a like amount from Germany for the construction of the Canton-Hankow and Szechuan-Hankow railways, respectively, has been concluded.

MINISTER TO BELGIUM.

YUENG SHU APPOINTED.

(By courtesy of the "Shing Po.")

Peking, 14th May.

On the joint recommendation of Grand Councilors Tai Cheuk and Chang Chih-tung, Yueng Shu has been appointed Minister to Belgium.

CHINA'S SOVEREIGN RIGHTS.

PROTECTION CONTEMPLATED.

(By courtesy of the "Shing Po.")

Peking, 14th May.

The Waiwupu and the Ministry of Agriculture, Industry and Commerce have held a conference on the question of Consuls and foreign soldiers exceeding their powers.

It is proposed to enforce prohibition in all places other than Treaty ports in order to protect the sovereign rights of China.

SIR ROBERT HART.

RETURN TO CHINA IF HEALTH PERMITS.

(By courtesy of the "Shing Po.")

Peking, 14th May.

Sir Robert Hart has sent a telegraphic reply to the Waiwupu stating that he will return to China if his health permits.

HARBIN.

RUSSO-CHINESE UNDERSTANDING.

(By courtesy of the "Shing Po.")

Peking, 14th May.

H.E. Liang Tun-yen, president of the Waiwupu; Shi Siu-kee, Taotai of Harbin; the Russian Minister, and the Russian Consul at Harbin, on the 11th inst., affixed their signatures to a draft Treaty containing eighteen regulations regarding Harbin.

MACAO DELIMITATION QUESTION.

COMMISSIONER'S SEAL.

(By courtesy of the "Shing Po.")

Peking, 18th May.

The Waiwupu has deputed an official with instructions to deliver the Seal for the Special Commis-

sloner to settle the question of the boundaries of Macao.

CANTON-HANKOW RAILWAY.

THE FOREIGN LOANS.

[By courtesy of the "Sheung Po."] Peking, 16th May.

Yielding to the pressure by the British Minister, Chang Oh-tung, has agreed to accept a loan from the British Syndicate for the construction of the Canton-Hankow Railway, and another from Germany for the Hankow-Chengtu line.

SHANGHAI-NANKING RAILWAY.

PROPOSED REDEMPTION.

[By courtesy of the "Sheung Po."] Peking, 16th May.

The Ministry of Posts and Communications is dissatisfied with the working of the Shanghai-Nanking Railway and proposes to redeem it in order to place it under the management of the Ministry.

THE EMPRESS DOWAGER.

ASKED TO ADMINISTER STATE AFFAIRS.

[By courtesy of the "Sheung Po."] Peking, 16th May.

It is reported that several high officials have bribed many of the Censors and they have accordingly presented a memorial praying the Empress Dowager to administer State affairs.

PRATAS ISLAND.

EARLY SETTLEMENT DESIRABLE.

[By courtesy of the "Sheung Po."] Peking, 16th May.

Viceroy Chang Jen-chun has repeatedly urged for an early settlement of the Pratas Island dispute, as in the present excited condition of the minds of the Chinese further delay may give rise to disturbances.

CANTON.

GOVERNORSHIP PROPOSED.

[By courtesy of the "Sheung Po."] Peking, 16th May.

It is proposed by the Grand Council to have a Governor appointed for Canton, so as to relieve the Viceroy of certain of his multifarious duties.

CHINESE AFFAIRS.

IN THE FOREIGN PRESS.

[By courtesy of the "Sheung Po."] Peking, 16th May.

The Waiwpu has telegraphed to the Chinese Ministers accredited to foreign countries to the effect that, whenever they observe any incorrect reports concerning China in the foreign Press, they are to take suitable steps to rectify the errors.

PRINCE CHING.

DENOUNCED FOR ALLEGED BRIBERY.

[By courtesy of the "Sheung Po."] Peking, 16th May.

Censor Wong Sui-lun has denounced Prince Ching for having, it is alleged, received bribes indiscriminately and giving official appointments to his adherents. Prince Ching is determined to resign.

THE SHANGHAI TAOTAI.

DISMISSAL PROPOSED.

[By courtesy of the "Sheung Po."] Peking, 16th May.

The Grand Council has telegraphed to Viceroy Tuan Fang proposing to dismiss the Shanghai Taotai. In his reply, Viceroy Tuan Fang stated that Taotai Tsai Nai-huang was guilty of a dereliction of duty only in connection with the failure of the Yuen Yuen Bank in Shanghai, but as he is a capable official he might be exonerated.

EXPLOSION IN SHANGHAI.

MATCH FACTORY RUIN.

EMPLOYEES KILLED AND WOUNDED.

[From Our Own Correspondent.] Shanghai, 17th May, 2.55 p.m.

There has been a terrific explosion in the Match Factory today.

Nine persons employed in the factory were killed and four others wounded.

The cause of the explosion is believed to be the careless handling of phosphorus.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER DESIRES TO BE RELIEVED.

[By courtesy of the "Sheung Po."] Peking, 17th May.

Ko Yi-him, Chinese Commissioner for the delimitation of the Macao boundaries, has telegraphed to the Waiwpu asking that another Commissioner be appointed in his place.

CHINA MERCHANTS' S. N. CO.

DIRECTORS' MEETING SANCTIONED.

[By courtesy of the "Sheung Po."] Peking, 17th May.

The Ministry of Posts and Communications has sanctioned the request of shareholders in the China Merchants' Steam Navigation Co. to hold directors' meetings in accordance with the law relating to joint-stock companies.

The N. C. D. News learns from native sources that many shareholders of the above company desire that its management should be retained in the hands of the merchants and not turned over to the Government, as was lately ordered by the Government. They have, therefore, elected Mr. Cheng Tao-chai, former Director of the company, as a representative. Mr. Cheng has recently arrived at this port, and after consultation with the shareholders has addressed a joint telegram to the Yuchuanpu praying that the company's management may be undertaken by the merchants.

CANTON-HANKOW RAILWAY.

THE FOREIGN LOAN.

[By courtesy of the "Sheung Po."] Peking, 17th May.

It is reported that the loan for the construction of the railways from Canton to Hankow and from Hankow to Chengtu will be participated in, in equal shares, by Syndicates representing England, Germany and France.

NORTHERN RAILWAYS.

PERIOD FOR COMPLETION.

[By courtesy of the "Sheung Po."] Peking, 17th May.

In a memorial to the Throne, the Ministry of Posts and Communications has fixed the periods for the completion of the Nanking-Kiukiang Railway to two years and of the Wuhu-Hankow Railway to four years, respectively.

MINING IN HONAN.

FOREIGN AND CHINESE DIFFERENCE.

[By courtesy of the "Sheung Po."] Honan, 17th May.

A certain foreign syndicate or company, which has acquired the right of selling coal in the interior, has deprived the people of certain other privileges with the result that the gentry and merchants have been greatly put about.

A mass meeting was to be held in the capital of Honan Province to discuss the best method of retaliation.

FLOODS NEAR AMOY.

IN-PENG DISTRICT THREATENED.

[By courtesy of the "Sheung Po."] Amoy, 17th May.

The river in the In-peng district has risen very high. It is feared that a catastrophe will overtake the district. Steps have been taken to guard against the impending floods.

THE SHANGHAI EXPLOSION.

EXTENSIVE DAMAGE.

[By courtesy of the "Sheung Po."] Shanghai, 18th May.

The explosion in the Match Factory which took place on Monday, caused the collapse of several tens of houses in the vicinity of the factory. The total number of persons killed and injured is estimated at 300.

MACAO BOUNDARY QUESTION.

TANG SHAO-YI TO ASSIST CHINESE COMMISSIONER.

[By courtesy of the "Sheung Po."] Peking, 18th May.

At a conference of the Grand Council it was held that the Macao Boundary question is one of paramount importance.

The fact that H.E. Ko Yi-him, Special Commissioner, has repeatedly urged by telegram his relief by another, appraises, suggests the belief that he must feel that there are considerable difficulties in the way of a satisfactory solution of the problem. As soon as H.E. Tang Shao-yi returns from Europe it is the intention of the Grand Council to approach him to assist Commissioner Ko in settling the delimitation question with the Portuguese.

THE SHANGHAI TAOTAI.

DIFFERENCES STILL PENDING.

[By courtesy of the "Sheung Po."] Peking, 18th May.

It is proposed by the Grand Council to settle the matter of the differences with the Shanghai Taotai. Fearing, however, lest the Censors should take the matter up, the Grand Council have not come to any definite decision.

FRANCE AND CHINA.

FRONTIER DIFFICULTIES.

[By courtesy of the "Sheung Po."] Peking, 18th May.

The Governor of Kwangsi has reported by telegram that French soldiers have crossed the frontier of Tonkin and wounded many Chinese soldiers.

Whereupon the Waiwpu has addressed a communication and demanded an explanation from the French Minister in Peking; at the same time the Ministry of Foreign Affairs has wired to the Chinese Minister in Paris directing him to approach the French Government on the subject.

CONSTITUTIONAL GOVERNMENT.

MINISTER'S DISAPPROVAL.

[By courtesy of the "Sheung Po."] Peking, 18th May.

On the plea that, according to English notions, the Chinese have not yet attained to that standard of education necessary for a full appreciation of the question of Constitutional Government, H.E. Wang Ta Shieh has urged the Grand Council to bring the matter to the notice of the Prince Regent.

MISSIONARIES.

PROPOSED REGULATIONS.

[By courtesy of the "Sheung Po."] Peking, 19th May.

The Board of Civil Affairs and the Waiwpu have held a conference with the object of framing a set of regulations in respect to missionaries.

TANG SHAO-YI.

RETURNING VIA SUEZ.

[By courtesy of the "Sheung Po."] Peking, 19th May.

Tang Shao-yi has reported by telegram that he is returning to China to-day, by steamer, via the Suez Canal.

MILITARY OFFICERS.

AGE LIMIT FOR RETIREMENT.

[By courtesy of the "Sheung Po."] Peking, 19th May.

The Ministry of War has decided that military officers shall retire at the age of sixty years.

HSH SHIH-CHANG.

ARRIVAL IN PEKING.

[By courtesy of the "Sheung Po."] Peking, 19th May.

H.E. Hsu Shih-chang, ex-Viceroy of the Three Eastern Provinces, has telegraphed advising that he is due to arrive in Peking on the 26th inst.

RUSSIA IN MANCHURIA.

APPLICATION FOR LAND LEASE.

[By courtesy of the "Sheung Po."] Peking, 19th May.

The Russians have applied for the lease of certain territory in Kinn to develop it, but the Waiwpu has strenuously opposed the application.

THE SHANGHAI TAOTAI.

PERSONA NON GRATA.

[By courtesy of the "Sheung Po."] Peking, 19th May.

In a memorial to the Throne, Censor Kong severely denounced the Shanghai Taotai and sided with the Governor of Kiangsu.

Grand Councillor Lu Chin-lum fell in with Censor Kong's views. It now appears that Taotai Tsai Nai-huang has slender chances of being entirely exonerated from blame.

CANTON-HANKOW RAILWAY.

LOAN COMPLICATIONS.

[By courtesy of the "Sheung Po."] Peking, 20th May.

There are so many complications in connection with the loan for the construction of the Canton-Hankow and Hankow-Chengtu railways, that the Ministry of Posts and Communications has not yet arrived at a final decision.

MINISTER TO BELGIUM.

DEPARTURE URGED.

[By courtesy of the "Sheung Po."] Peking, 20th May.

The Grand Council has telegraphed to Young Shu, Minister-elect, urging him to proceed to Belgium.

NAVAL STUDENTS.

PREFERENCE FOR APPOINTMENT'S.

[By courtesy of the "Sheung Po."] Peking, 20th May.

Prince Su has asked for a return of the students, pending their course of studies in the naval colleges in Europe, with a view of selecting the best men for appointment in the service.

CONSUL-GENERAL WILDER.

PRESS ENCOMIUMS.

The retention in the Orient of Consul-General Wilder will give great satisfaction to all Americans in the Far East, writes the Manila Times editorially. Since the reform of the service we have had a great many excellent officials, but many of these have been difficult to make, to say the least, and in a peculiar way Dr. Wilder has endeavored himself to all of his functions in Asia. He originally brought unusual equipment to the office and in Hongkong, where he has been for some time, he has developed into an ideal Consul-General. At Shanghai he goes to a larger circle of Americans, a Consulate of greater importance and a position of larger political importance and we feel quite sure that he will succeed. Just as well there, as he did in Hongkong. A great many Americans have believed that Consul-General Danby should be sent to the Orient and promoted to the post of Minister to China, but instead the Administration has decided to transfer him to an important position in Europe. There will naturally be some disappointment, but Mr. Wilder the Shanghai colony will have a Consul-General quite as able and as attractive personally as Mr. Danby.

Mr. Rublee, who comes back to Hongkong, after a tour of duty in Havana, and Vienna, also belongs to the same type of American Consul official, and while Hongkong will reluctantly part from Dr. Wilder it will unquestionably welcome Mr. Rublee whom it knows.

It is exceedingly gratifying to Americans to find this type of men representing them in the important cities of the Orient. It was not very long ago that it was different. There were days when Consuls were the spoils of politics and none who remember blush when they recall some of the notorious persons who were given seals and scepters and sent to the Far East. It was a long distance from Washington, communication was slow and indirect, and nobody seemed to care especially. But one day there came an awakening and it was quickly followed by one of the finest clean-ups that ever occurred. Since then we have had none but carefully picked men and that promises to be the policy for all time.

SUGAR IN FORMOSA.

SUGAR SCHEME FOR INCREASE IN PRODUCTION.

The Formosan Government hopes to supply the whole demand for sugar in Japan within the next ten years, and is now working hard to increase production in Formosa. According to calculations made by the Formosan authorities, to produce 1,000,000 cwt of sugar will require to obtain the supply of 700,000,000 to 800,000,000 kin of sugar now consumed in Japan. But such an extensive area of farm land cannot be devoted to the cultivation of sugar cane without prejudicing the agricultural industry generally. For this reason, the authorities have adopted a scheme to increase the production of sugar by an improvement in the method of cultivating the cane and the process of refining. Last year about 160,000,000 kin of sugar were obtained from 200,000,000 kin of cane. When the process of manufacture is improved, the sugar obtained will, it is estimated, be 11 per cent. The price of sugar cane at present is Y3.30 per 1,000 kin, which will be reduced to about Y2.50 when the producing cost is diminished. When this is done, the price of refined sugar obtained will be about Y5.00, and the price of the commodity now selling at Y5.80, can be reduced to about Y4. In this way, the prospects of the Formosan sugar industry are very hopeful. (It is very curious to note how apt the Japanese authorities are to make elaborate but wholly useless calculations of this nature.)

According to Japanese papers, the result of the working of the sugar-refining companies in Formosa for the present half-year has been very satisfactory on account of the success of the sugar crop and good sales. The Formosan Sugar Company is in a position to distribute a dividend at the rate of 30 per cent., but has decided to limit the rate to 20 per cent., in order to add more to the reserve fund. The Taiwan Sugar Company could distribute a dividend at the rate of 15 per cent., but is resolved to carry forward the dividend. The Oriental Sugar Company has declared a profit, which will enable the company to distribute a dividend at the rate of 10 per cent., but the company intends to repay an outstanding loan and it is not yet known what will be the rate of dividend. The Malji Sugar Company is also in a position to allot a dividend at the rate of 10 per cent., but the rate will be reduced for the redemption of a loan.

PROSPECTS OF THE INDUSTRY.

A certain Government official is quoted by the Hakti in reference to the prospects of the sugar-refining industry in Japan. He says that the prospects of the Formosan sugar industry are certainly hopeful, but it requires Government protection on account of the competition of Java sugar, which enjoys natural advantages. If full protection is afforded, the production of Formosan sugar may grow to such an extent as to be able to supply the greater part of the demand of Japan. But if extreme protection is afforded to the Formosan sugar industry, the sugar-refining industry in Japan Proper would soon be affected. Even the extent of protection so far given has stirred up opposition, it being declared that the protection is the ruin of the industry in Japan Proper. It is therefore difficult to protect the Formosan industry beyond its present extent. Moreover, the Dai Nippon Sugar Company scandal has attracted much public attention. A new board of directors of the company has been formed by Mr. Fujiyama, but their ability has yet to be proved. If the protection of the Formosan industry is reduced and the reimbursement of duty on imported crude sugar maintained permanently, it is problematical whether the sugar-refining industry in Japan Proper will prosper. The Japanese sugar companies have to import crude sugar from abroad and refining it. The process of refining sugar will shortly be greatly improved when it is possible to obtain refined sugar direct from the syrup extracted from the cane, and producing costs largely reduced. But if sugar is produced cheaply abroad, the Japanese industry will not be able to compete against the foreign product. Japanese sugar cane, however, is protected by a Customs tariff, but it is impossible owing to climatic reasons for Japan to produce sugar beet on a large scale, so that the demand of the sugar refiners in Japan cannot be entirely secured. Briefly the sugar-refining industry of Japan requires the exercise of great caution, and Japanese sugar refiners are not free from anxiety. - Japan Chronicle.

West River Floods.

RELIEF PARTY'S REPORT.

PITIFUL PLIGHT OF INHABITANTS.

[From Our Own Correspondent.] Canton, 18th May.

The first party of relief members that was despatched on the 11th instant on board the steam-launch Tai Wai with foodstuffs, guns, bags, and other articles of necessity to the flooded districts to assist the sufferers, returned on the morning of the 15th instant. They left Canton on board the Tai Wai and arrived at about 9 p.m. at Lan Shet where the embankments of the Ting On Wai had given way and the floods appeared to have gained nearly the same height as that of last year, or to be exact, one foot and a half lower. On the following morning the party arrived at Lo Pan, in Samshui, and there found the dykes of the Wing Fung Wai considerably damaged. The villagers in large crowds to the number of several thousand earnestly solicited for rice. Many others were seen to gather on the neighbouring hills to seek refuge in a most pitiable condition. To each of these unfortunate the party distributed ten catties of rice. These in charge of the expedition consulted with the local gentry for the best possible method of carrying out their work, and as a result handed over 3,000 catties of rice to the gentry with which to boil congee for distribution and also erected a number of large thatched on the hills to provide accommodation for the destitute. The Tsun Hou Wai was broken in three different places, measuring about five hundred feet, and here about a dozen lives were lost and several houses collapsed. The dykes of the Fung Kong Wai were also washed away to the extent of 450 feet. On the morning of the 15th instant, the members of the party proceeded to He Wei Ki, where the embankments were found to be damaged over an area of some three hundred feet and the people were obliged to seek shelter on the highlands. After distributing rice to the sufferers in the latter place, the party proceeded to Ching Yuen district, where they met the local magistrate and with his aid gave away the remaining supplies to the sufferers and later returned to Canton.

MORE HELP.

The Central Relief Committee has again sent out another emissary with a further 30,000 catties of rice to the flooded districts for distribution among the sufferers.

SUBSCRIPTION LIST STARTED.

The Canton vernacular journal Kwok Sze Po has started a subscription list inviting donations towards the funds for the relief of the sufferers. Telegrams have also been sent to Chinese residing abroad soliciting subscriptions in aid of the unfortunate people.

APPEAL FOR HELP.

A letter has been received from the Kwong Ning district informing the Central Relief Committee that the embankments in that district have given way in various places and that foodstuffs are urgently needed for the relief of the people.

A HOPEFUL OUTLOOK.

The present flood has not, according to reports, caused such an extensive damage as that of last year, but it covers nearly the same areas in the riverine districts. Excellent weather has been prevailing during the last three days and it is expected that the floods will soon entirely subside.

RELIEF ORGANISATIONS COMMENDED.

The recent floods after doing extensive damage to the embankments, houses, property, and paddy fields in the riverine districts along the West River, are now gradually subsiding and the land will soon present its normal aspect. The Central Relief Committee, however, continues to send out expeditions one after another by steam launches with provisions, etc., to the afflicted districts to relieve the sufferers. The good services of the Central Relief Committee, which are worthy of praise, are generally appreciated all round. The members of the relief organisations are just as indefatigable in their charitable work as they have been in the past, and but for their prompt assistance in succouring the distressed the amount of misery inflicted by the visitation would have been incalculable.

YING TAI IN DISTRESS.

Yesterday, two hours after being in receipt of a telegram from the Magistrate of Ying Tai district, which reported that his district has also been badly inundated, a large number of sufferers were waiting for supplies of rice, the Central Relief Committee was able to get ready the pike and ton, as planned to be despatched with rice, &c. to that district in the afternoon, though the Ying Tai district is some distance from Canton.

PRACTICAL SYMPATHY.

A sum of nearly \$5,000 has been collected in subscriptions in the town of Fatshan towards the funds for the relief of those who have suffered by the recent floods, which money is now being well spent by the Relief Committee in the purchase of rice for distribution to the sufferers.

THE CHIEF JUSTICE'S JUDGMENT.

HIS OWN APPEAL CASE.

Further argument was continued in the Supreme Court, last Monday, before the Full Court, comprising the Chief Justice (Sir Francis Pigott) and Mr. Justice Gompertz, in the appeal case brought by the Hip On Exchange and Loan Company, Ltd., appellants, and Li Po Yung, the respondent. The appellant moved to reverse the judgment of the Chief Justice in an original action in so far as it directed (1) that the sale by the appellants to Kwok Yik Ting of certain property, the subject of a counter-claim, be set aside, and that the consequent entries be made in the Land Office Register; and (2) that the appellants' claim, as plaintiffs in the action, be dismissed as against the respondent Li Po Yung with costs; and (3) that the appellants and Kwok Yik Ting (the defendant to the counter-claim) pay to Li Po Yung his costs of the counter-claim. The defendant to the counter-claim, Kwok Yik Ting, asked that the judgment whereby it was directed that the sale of the properties from the Hip On Exchange and Loan Company be set aside be reversed, in so far as it directed such sale to be invalid. Li Po Yung appealed on the ground that the release of Li Po Kim from liability under the mortgage also released him.

The Hip On and Yuen Shing Companies were represented by Mr. H. E. Pollock, K.C., assisted by Mr. H. L. Denys (of Messrs. Denys and Bowley); Li Po Yung was represented by Messrs. M. W. Slade and E. Foster, who were instructed by Mr. V. Paret, K.C. (of Messrs. Brutton and Hall).

Mr. Slade addressed the Court at length on the question of law, and the case was further adjourned.

IMMIGRANTS FOR THE PHILIPPINES.

INTERESTING CASE IN THE SUPREME COURT.

The story of engaging native labourers in Hongkong to work in some part of the Philippine Islands was told to Mr. Justice Gompertz, in the Supreme Court, last Tuesday, during the hearing of an action brought by Mr. F. Wando, a German merchant of Swatow, against Tsun Su Leung and the Sin Fung Tai Kee rice firm, of 89, Crosswall Road, West. The claim was to recover the sum of \$7,000 under two contracts made by the defendants.

Mr. Reader Harris (of Messrs. Wilkinson and Grant) appeared for the plaintiff, Mr. Otto Kong Sing defended.

The alleged facts of the case were that plaintiff was in the habit of engaging coolies in the Colony and at Swatow, and sending them to a certain part of the Philippine Islands to work on phosphate. The coolies did not sign contracts, but in case they consented to go they were advanced two months' wages (\$70 apiece), on the condition that they should provide guarantors, who should refund the money, in the event of the men refusing to go. In the present case, some 150 men (killed labourers) were engaged by the plaintiff, under the condition already mentioned, but they refused to proceed after receiving their wages in advance.

Mr. Kong Sing invited the Court to inspect the "contract," and the case could be disposed of at once. He pointed out that there was no time mentioned in this document; neither was there a date when the immigrants were to be shipped. The men were willing to go. They were in the Colony now and were only too anxious to go. As a matter of fact they went to Swatow. There was no breach of contract as far as the guarantors were concerned.

The plaintiff stated his case to the Court and added that he had the Total of Swatow's permission to ship the men. But an under-official raised trouble. He stopped the men from going on board the Kohshank, and stopped the ship from leaving the port. Five of the immigrants were, as a result, arrested, but they later escaped. Finding the obstacles placed in his way was unworkable, plaintiff brought the coolies to Hongkong and had them shipped, in accordance with the law.

Mr. Kong Sing (cross-examining the plaintiff) - You had a Chinese representative who engaged these men? I saw them personally. You saw the coolies in question? - Yes.

Could you recognise them now? - No. I understand the authorities at Swatow objected to these men going on board your steamer? - That is so.

Did not the Chinese authorities pay their passages to Swatow? - Yes.

Didn't the Chinese authorities detain some of the men? - Yes, five.

And among those five were not the two coolies in question detained? - Yes, but they escaped during the Chinese New Year festival. Have you made any effort to find these two men? - No, I don't want them. I have their guarantors.

Did you put all the men on board the steamer? - I can't put them on board. It is not allowed. I invited them aboard.

Something like a holiday? Did you notify the Harbour authorities? - Yes.

One of the coolies, who had failed to proceed to Fuloa (the destination), said the reason why he did not go was because there was no agreement entered into between him and plaintiff, and secondly because the Yung Mo Kuk, or Swatow (Foreign Office) would not permit him to leave. While at Swatow he was for a time supplied by the plaintiff with food by the Foreign Office. The second witness said that the Chinese authorities were of opinion that there was no proper agreement, and would not allow him to go.

Mr. Kong Sing submitted that the guarantors were liable to the plaintiff. The men were willing to go now.

Mr. Harris contended that the guarantors were liable to the plaintiff. The men were willing to go now.

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KOWLOON-CANTON RAILWAY

MEDICAL OFFICER'S REPORT.

The report of Dr. J. W. H. Bailey, M.B., railway medical officer, for 1900, is as follows:—
Mr. Naidu has been stationed at North Face Camp (No. 2 Tunnel) throughout the year.
Mr. Chai Tsan Kon was appointed as an extra assistant medical officer on August 13th and has been stationed at Tai Po Camp.
Mr. Kelly, sanitary inspector, has been stationed at North Face Camp (No. 2 Tunnel) and has ably carried out the sanitary work at various camps.

The general health of the railway staff shows a distinct improvement during the year, more especially in the camps at Beacon Hill Tunnel where there has been a reduction of approximately 50 per cent. of cases of malarial fever.

A similar reduction has taken place in cases of dysentery and beri-beri.

The railway work has proceeded without hindrance on account of sickness throughout the year.

The camps at No. 1 Tunnel, Tai Po Kau, have been very unhealthy since work began there, but are now showing great improvement.

The Europeans, especially suffered badly from malarial fever in the summer in spite of the administration of prophylactic doses of quinine.

The ground is very wet and soft with mud and slides which occurred on opening-up the south end of the tunnel, pool-formation could not be prevented.

The workmen, moreover, in consequence of the extremely wet nature of the ground, have had to work under most trying conditions, almost always being knee-deep in water or mud and this no doubt has been a responsible factor in the incidence of sickness.

Now that the work is well in hand drainage and scavenging are being carried out as thoroughly as possible, coolie houses are frequently cleaned with disinfectant and the result has been a remarkable improvement.

Oil is used freely all over the line as a means of destroying mosquito larvae in pools impossible to drain.

Case books have been kept at the two main camps at Beacon Hill Tunnel and since the appointment of a resident assistant medical officer at Tai Po Kau, at that place also.

It is impossible to record every case of sickness occurring among the coolies living in outlying huts, but speaking generally, there has been a great decrease in all cases occurring in places attached to main camps as well as in the main camps themselves.

Quinine has been dealt out freely, though perhaps not so freely as formerly as I found that a considerable amount was wasted by being thrown away into the gullies or buried at the small stores for food, etc., the natives, especially when new to the territory, not taking kindly to the drug, and it has often to be given under compulsion. As soon as the practice was discovered steps were taken to stop it.

Serious accidents have, fortunately, been rare during the year.

One of the most troublesome ailments at present is the effect of the dynamite fumes in the big tunnel.

The heading is about 1,000 feet from the entrance at each face. Ventilation will, however, be much improved when the headings meet in the course of a few months allowing a free current of air through the whole length of the tunnel.

Most of the workers, especially at South Face, suffer constantly from severe irritation of throat and lungs as a result of breathing the air heavily charged with dynamite fumes.

Occasionally coolies have to be carried out from the workings lying overcome by the fumes after blasting operations. A few minutes in the fresh air, however, always revives them and there have been no serious results.

The total number of cases treated at North and South Face Camps, No. 2 Tunnel, during the year is:—

1900.....3,667
Of these the following are the principal diseases:—

1900. 1901.
Malaria.....556 1,168
Dysentery.....53 124
Beri-beri.....58 81
Injuries.....354 371

The following table shows the monthly malaria returns at the two camps and the comparative percentages for 1900 and 1901:—

Month. 1900. 1901.
Jan. 1 1
Feb. 1 1
Mar. 1 1
Apr. 1 1
May. 1 1
Jun. 1 1
Jul. 1 1
Aug. 1 1
Sep. 1 1
Oct. 1 1
Nov. 1 1
Dec. 1 1

The total number of patients seen at the No. 5 Tunnel Camps from August (when a resident assistant medical officer was appointed and records could be kept) December 31st was 403.

Of these the following were the principal diseases:—Malaria, 147; dysentery, 75; skin diseases, 42; dysentery and diarrhoea, 22; beri-beri, 4; injuries, 29.

Sept. Oct. Nov. Dec.
Cases of malaria.....48 32 12 10
Percentage.....2.2 2.2 1.4 1.1

The following table shows the cases sent to hospital during the year:—Malaria, 37; dysentery, 11; beri-beri, 16; injuries, 21; cellulitis, ulcers, etc., 7; debility, 3; chest diseases, 4; eye, 1; diabetes, 2; venereal, 1; alcoholism, 1; hepatitis, snake bite, 1; quinsy, 1; leprosy, 1; plague, 1; adenitis, 1; lumbago, 1; pleurisy, 1; rheumatism, 1.

Total, 113.
During the year 14 deaths occurred on or near the railway works. The following were the causes:—Malaria, 14; beri-beri, 13; injuries, 7 (one murder); dysentery, 3; heart failure, 1; small-pox, 1; plague, 1; pneumonia, 1; phthisis, 1.

A great many of these cases are unknown wanderers (not railway employees) who attach themselves to a camp when sick in the hope of finding shelter.

Unfortunately the number of sick loaders is on the increase.

Five Europeans have been invalided to England for the following diseases:—

Paratyphoid fever, malarial fever, malarial fever, malarial fever, malarial fever.

Paratyphoid fever, malarial fever, malarial fever, malarial fever, malarial fever.

Paratyphoid fever, malarial fever, malarial fever, malarial fever, malarial fever.

Paratyphoid fever, malarial fever, malarial fever, malarial fever, malarial fever.

Paratyphoid fever, malarial fever, malarial fever, malarial fever, malarial fever.

The preventive measures adopted against disease, viz., scavenging, frequent cleaning of coolie lines, drainage and the free use of quinine have obviously resulted in diminishing considerably the incidence of the three most prominent and dangerous diseases, viz., malaria, dysentery and beri-beri, as well as others of a less serious nature, and the results of these measures, have, I think, quite justified their adoption and consequent expense. The population is, however, a floating one and fresh cases are constantly being introduced from without, a serious factor to contend with in the attempt to eradicate disease.

A noticeable feature of the dispensaries is the frequency with which the neighbouring villagers bring their sick children, for medical advice and Western treatment.

CAUSES OF MALARIA.

THE DIGGING THEORY DISCUSSED.

In his report on malaria in Mauritius Professor Ross under the heading "Is Malaria due to the soil?" deals with various contentions urged against the anopheline theory. The paragraph in answer to the contention that malaria is produced by digging is of sufficient local interest to be reproduced in full. Professor Ross says:—

In section I we saw that the theory of the malarial miasm gradually grew into the telluric hypothesis, according to which malaria is caused by a poison which exists in suitable soil and which escapes from it when it is disturbed; and instances which apparently support this idea are still cited. From what has just been said the reader will gather that many of them are probably only relapses occurring among previously infected workmen; while others may quite possibly be caused in the usual way by anophelines bred in marshes close to the spot where the soil has been disturbed. Both of these explanations are extremely probable in the case of large operations such as railway and canal works, where hundreds of native workmen are crowded together, housed in rough tents or huts, and perhaps exposed to much fatigue and to the attacks of many mosquitoes. But nevertheless malaria may be caused actually by the digging though not in the way suggested by the telluric hypothesis. I believe that this point was first cleared up by my own observations made in connection with the Sierra Leone railway in 1899. Several malarial cases occurred along the course of the railway while it was being made. On visiting the scene we found innumerable puddles full of the larvae of anophelines by the side of the railway embankments, in the "borrow pits" from which earth had been taken for building the embankments, and even under the railway "sleepers." I saw the same thing in connection with the Lagos railway in 1900. In fact the matter has now become a commonplace with students of malaria. Hence we must be at pains to identify the disturbance of the soil as really apt to cause malaria; but that it may do so, not by liberating any telluric miasm, but by encouraging the breeding of the Anophelines and the occurrence of relapses among workmen.

CHINESE IN SINGAPORE.

EFFECT OF TRADE DEPRESSION ON SECRET SOCIETIES.

ANNUAL REPORT OF MR. W. D. BARNES.

Mr. W. D. Barnes, Secretary for Chinese Affairs, Straits Settlements, in the course of his report for 1900 writes:—The depression in trade has caused a considerable increase in the number of unlawful societies. These have little in common with the old dangerous societies and are rather gangs of bad characters, whose objects are blackmail and faction fighting, than definite organisations joined by large sections of the population. They are, however, the cause of much crime, and the number now in existence both in Singapore and Penang calls for strong action to put them down. To deal with them as societies is difficult owing to the looseness of their organisation and the very temporary character of many of them. A successful prosecution of the bandheads of a prominent band has broken them up for the time being but they form again later under a different name. The most effective action will be to withdraw from their alien leaders the right to further abuse our hospitality. It is regrettable that the proportion of Straits-born Chinese among these leaders is increasing.

Turelog to immigration and emigration be says:—The most notable feature in connection with immigration in 1900 was the imposition of 14 days' quarantine on account of small-pox against the three chief ports of departure for Chinese immigrants, viz., Hongkong, Swatow and Amoy, from the end of March to the beginning of July and of a ten days' quarantine on account of plague against Hongkong continued until the middle of September. These measures though amply justified on sanitary grounds had a disastrous effect upon the volume of immigration. During the first quarter, the figures were about normal but in the second (during which the quarantine was imposed) they fell to 42,804, the maximum, minimum and average figures for the previous nine years being 79,607 (1904), 55,696 (1899) and 67,756 respectively.

From a comparison of the returns of arrivals at Singapore from China and of Chinese departures from Singapore for Hongkong it would appear probable that on an average of ten years, about 60 per cent. of our Chinese immigrants return to China, the highest percentage in any year being 70 and the lowest 51. The figures are approximately accurate; practically all steamers carrying deck passengers from Singapore to China make Hongkong their first port of call and the number of Chinese who leave Malaya for China otherwise than via Singapore is very small.

ADVISING GAMBLER.

In the last four years, 71 persons have been banished as professional morphia injectors. It is to be feared that despite frequent prosecutions and severe sentences the morphia habit is steadily growing. Indulgence in it affords a much cheaper and speedier gratification than does opium-smoking.

The number of chronic and prostitutes known to the department in 1900 was 3,854 inmates. The figures show no great variation from previous years. The inmates are called to the office twice in the year and their legal freedom explained to them. This and other measures are fairly effective in protecting them from ill-treatment by brothel keepers.

The number of persons banished was 433, ninety more than in the previous year. 347 of them were habitual criminals.

Action was taken in Singapore to put down some Wong Tai Sin chapels. Wong Tai Sin is a local deity of Canton who came into vogue for sick people and lottery-ticket buyers. His images were brought here and at the time when action was taken, four rival idol-worshippers were advising chap li ki stakers and receiving fees for doing so. Many petitions were received as to the harm these chapels were doing by fostering the habit of gambling among women.

Street Thugs.

Street Thugs.

Street Thugs.

Street Thugs.

Street Thugs.

Street Thugs.

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Street Thugs.

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Street Thugs.

RUSSO-BRITISH CHAMBER OF COMMERCE.

PROMOTING COMMERCIAL INTERCOURSE.

We have received the following correspondence for publication:—

Dear Sir,—I have just received from the Secretary of the Russo-British Chamber of Commerce a few copies of the "Statutes" of that Body which has recently been established at St. Petersburg being a direct outcome of the friendly understanding between our two nations which has happily been inaugurated in the last few years.

In his letter to me, accompanying these "Statutes" the Secretary of the Chamber requests me to bring the establishment of that institution before the British commercial community of this Colony, with the view of promoting the aims and objects of the Russo-British Chamber of Commerce, which consist in furthering closer commercial and industrial intercourse between Great Britain and Russia, based on mutual economical interests.

It would give me much pleasure to record your willingness to give this very commendable scheme the valuable support of the Hongkong General Chamber of Commerce of which Body you have the high distinction of being the Chairman, and with this object in view I beg to submit to your kind attention a copy of the above mentioned "Statutes," thanking you in anticipation for what steps you may consider appropriate to take in this matter.—I am &c.,

(Sgd.) P. H. TIEDERMANN,
Imperial Russian Consul.

Hon. E. A. HEWITT, Esq.,
Chairman, the Hongkong General Chamber of Commerce, Hongkong.

Hongkong Chamber of Commerce,
1st May, 1900.

Dear Sir,—I thank you for your letter of the 27th April and for the copy of the Statutes of the recently formed Russo-British Chamber of Commerce which that letter covered.

My interest has already been aroused in the Institution by notices which I have read in the local press, and the book of Statutes which you so kindly send me gives me the fuller information I desired of so happy an undertaking.

I shall take the utmost possible pleasure in acquainting the committee with the scope and admirable objects of the scheme and can assure you that its development will be watched with the greatest sympathy by this Chamber.

Will you please convey to the secretary of the Chamber the congratulations of the Hongkong General Chamber of Commerce and its willingness to at all times assist the Russo-British Chamber of Commerce in furthering closer commercial and industrial intercourse between Russia and Great Britain to their mutual and permanent benefit.—I am, &c.,

(Sgd.) EDWARD A. HEWITT,
P. H. TIEDERMANN, Esq.,
Imperial Russian Consul,
Hongkong.

JAPANESE AND FOREIGN RICE.

EFFECT OF THE RICE DUTY.

According to the returns compiled by the Department of Agriculture and Commerce the quantity and value of Japanese rice exported during the last ten years are as follows:—

	Koku.	Value, per koku.
1899.....	871,534	10,282,000
1900.....	253,563	3,776,000
1901.....	520,617	6,009,000
1902.....	507,695	6,079,000
1903.....	338,974	4,959,000
1904.....	308,439	4,725,000
1905.....	208,677	3,127,000
1906.....	234,465	3,687,000
1907.....	201,115	3,664,000
1908.....	216,035	3,910,000

The Osaka Mainichi, from which we take these figures, notes that the largest export of rice was in 1899, when the quotation was lowest, but when the price per koku rose as high as ¥18—

as in 1907 and 1908—the quantity exported fell off to only a little above 200,000 koku. In 1901 and 1902 quotations were comparatively low, and so the quantity exported in these years reached over 500,000 koku. The fluctuations of export are more or less influenced by the condition of the rice crop but are more keenly affected than the quotations of rice. In 1899, for instance, the export of rice was over 1 million yen in value; yet the crop the previous year totalled 47 million koku, which can hardly be considered as exceptionally plentiful. Moreover, the crops in 1897 proved a partial failure, there being only 33 million koku harvested, and the comparatively rich harvest of the following year may be regarded as having compensated for the shortage of the preceding year. Nevertheless, there was an unusually large amount of rice exported in 1899, and this was doubtless stimulated by the low price that prevailed that year. Again, there was a heavy export of rice in 1901, though the crop in the previous year was comparatively poor. From these facts it will be seen that the export of rice is more influenced by current prices than by the condition of the crops.

Turning to the importation of foreign rice the figures for the last ten years are given as follows:—

	Koku.	Value, per koku.
1899.....	600,237	¥5,060,000
1900.....	914,791	9,021,000
1901.....	1,444,775	11,879,000
1902.....	1,264,061	11,751,000
1903.....	4,266,061	51,690,000
1904.....	4,592,714	59,792,000
1905.....	4,038,365	47,081,000
1906.....	2,440,431	26,172,000
1907.....	3,708,107	39,983,000
1908.....	1,041,417	10,688,000

As will be seen from the above, the price of foreign rice was lowest in 1899 during the ten years under review, yet the quantity imported was only 600,000 koku, valued at ¥5,060,000. Since then the price of foreign rice has gradually increased, but so long as there was room to successfully compete with the home product the import increased. Thus, in 1904, the import of foreign rice amounted to 5,590,000 koku, valued at 59 million yen.

However, the import of rice began to dwindle, and since then has been on the downward grade. This is attributable to the imposition of the increased duty on rice which came into force in 1905, together with the increase of domestic supply in recent years on account of successful crops.

From the study of these returns, concludes the Mainichi, it is clear that the increased price of rice has brought about a diminution in its export, and that the higher price has been occasioned by the imposition of an import duty on rice. The rise in the cost of living consequent on the high price of the cereal has considerably increased the cost of production, and the export trade is adversely affected. Unless the authorities pay more attention to this phase of national economy, and devise some means of reducing the cost of living, the speedy liquidation of the enormous amount of debt with which the country is encumbered will hardly be possible.—Japan Chronicle.

THE STRANDING OF THE "INDRANI."

NAVAL COURT OF INQUIRY.

A Naval Court of Inquiry was held at the British Consulate-General, Kobe, on the 19th inst., to investigate the circumstances attending the stranding of the British steamer Indrani, 3,225 tons net, bound from Nagasaki to Kobe, on the island of Moshima, in the Inland Sea, on the 14th ultimo. Mr. J. R. Rentiers, H.B.M.'s Vice-Consul, presided, the assessors being Captain W. W. Cooke, R.N.R., master of the P. & O. steamer Persa, and Captain Sale, of the steamship Namang.

After summarising the evidence which had been heard the Court found as follows:—
"That the stranding was due firstly to the under-estimation of the speed of the ship between Takakami and Moshima, the estimates made of the distance run differing greatly; the pilot's estimate being 101 miles and the third officer's 82, whereas the true distance was 141 miles. Secondly, to an unusual set of the tide to the N.W. in the neighbourhood of Moshima not anticipated by the pilot. The Court is satisfied that the absence of soundings being taken did not contribute in any way to the accident, there being no change in the depth of water, and that the error of the standard compass was correctly known and applied. In these circumstances the Court holds that the master must be held free from all blame, but it considers that the pilot committed an error in judgment, seeing the conditions of weather, in not ordering the master to anchor before approaching Moshima waters. The Court considers that the third officer might have used his discretion in warning the master after he had gone below for his breakfast, that the weather seemed thicker. The Court, in pursuance of the powers vested in it by Section 438 of 57 and 58 Vict. Chap. 60 orders that the costs of the Court amounting to £26 12s. 6d. be paid by the master, being a party to the proceedings in the said Court, and he is hereby ordered to pay the amount accordingly. The expenses of the Court fixed at £6 12s. 6d. are approved."

The finding was signed by Mr. John B. Rentiers, H.B.M.'s Vice-Consul, President of the Court, Captain Cooke, R.N.R., Master of the P. & O. steamer Persa, and Captain Sale, Master of the steamship Namang.

DECAY OF HEAD HUNTING.

GRUESOME RELICS IN BRITISH NORTH-BORNED.

Recalling the manners and customs of good old times the decay of head-hunting as a pastime is becoming quite noticeable in these parts, writes a correspondent in Providence Clarke to the British North Borneo Herald. In fact, the latest head I have seen is now nearly two years old, already losing its original brightness and growing as dull and grimy as the rest. It was a beautiful specimen of Tagal work; the eye sockets filled with gulls and set with carved seeds, and a splendid bonnet curving proudly over the crown of the head. In one of the two places in the Bole valley, close to the line of former houses, are the remains of figures such as children at home might build with sand on the sea shore—croc, 20 or 25 feet long with played out feet, made of earth piled up till the croc's back was some three feet high. The head-orbently showed a gaping mouth and realistic teeth made with bits of wood or bark. After particularly successful raid, and if the house could stand the large expenses involved, one of these figures might be constructed. The heads taken would be placed within the monster's open jaws and all the house, their neighbours and friends would dance round and slaughter many pigs, fowls and kerbau at the croc's mouth. Whether these animals were merely killed for the feast or were sacrificed to the croc or to the deity, or to any special deity I could not find out. The chief to whom I was talking, and who had made the particular figure to which I was referring merely said that he had made a deer, not a croc, and changed the subject abruptly—possibly offended at my failure to recognise his handiwork, or perhaps answering awkward questions in the most convenient way possible. It is interesting to note that the head-hunting was admitted to be a croc. The Kainang Murnis are said to have made these figures also.

BAVAIAN CANALS.

A MONUMENT OF DUTCH ENTERPRISE.

It is in their wonderful system of canals that we recognise the true genius of the Dutch in their administration of a tropical country. It is indeed to live in Batavia for any length of time without realising, with ever increasing intensity, the sound judgment displayed in providing free circulation of a large volume of water here, there, and everywhere throughout this cosmopolitan city. Recognising that Eastern peoples do not regard the questions of sanitation from the scientific standpoint, the Government has by its system of canals reduced the danger arising from insanitary habits to a minimum. This will be more thoroughly realised when the system has been exemplified, says a Malay Mail correspondent, in the last Sunday's remarks that there is a very gradual fall of the land from the southern boundary of Batavia to the sea—a fall which is constant from the Praeger high-lands. Bearing in mind the heavy rainfall, it is obvious that two of the three great difficulties connected with a scheme of canals are, from purely natural causes, practically non-existent.

There are then, entering Batavia at Mt. Corneille and Tanah Abang respectively—the south-east and south-west corners, so to speak, two main canals, perhaps 50 feet wide, and fed deep. The corner of the two is a river, widened and deepened, and its banks protected by a heavy curtain of masonry. At a couple of miles further on, a branch to the east through the cultivated lands outside the town limits, making for the sea at a point about midway between Tandjong Priok and Batavia. At the Citadel, in Weltevreden, the original river canal divides east and west, the former being carried artificially through the town, running parallel to the electric tram, and in a few lines to the sea. The latter, following the old tram, travels through the main street of the town, and for the most part in a straight line, also reaches the ocean. The other great canal from Tanah Abang makes a wide detour to the west of the town, and has also some important off-shoots, connecting it with the central canal of which mention has been made. There are thus three main channels conveying a great volume of water through the town, along its greatest length, and these are connected by scores of subsidiary canals, the whole system being so complete that there are few houses and almost no fields, yards or streams of running water from four to twelve feet deep or even more than that after continued heavy rains.

These canals are not only used for barges and rafts, bringing down timber and bamboo from the highlands, and bringing up heavy goods from the docks; but they are to the natives' bath and laundry. Horses are frequently washed there, and the native dogs, not hesitate to take his thirst in the water, which are, by the bye, always and plentiful.

BIG OPIUM SEIZURE.

ON THE "PRINZ WALDEMAR."

OVER £1,000 WORTH CONFISCATED.

The efforts of the officers of the Customs Department to prevent the smuggling of opium into the Commonwealth are being attended with considerable success, reports the Sydney Daily Telegraph of the 19th ult. Steamers coming from the East are being systematically searched for contraband, the result being that some big seizures have been made.

When the German mail steamer Prinz Waldemar reached the Quay from the East on Saturday the ship was closely watched, and yesterday a party of searchers, in charge of Officer Cobb, boarded the vessel and made a thorough search. The vigilance of the officers was rewarded by the discovery of 332 tins of opium, valued at over £1,000.

The surprise occasioned by the finding of the opium deepened into excitement when it became known that a daring attempt had been made to bribe the Customs searchers by Chinese members of the crew. One Celestial handed the sum of £10 to Searcher Owens, at the same time remarking: "You very good fellow; you 'makey all'." The officer took the money, and immediately reported the matter to Customs Officer Cobb, who was in charge of the searching party. All the searchers were mustered and shortly after the contraband was quickly located in the lining boards of two cabins in the second saloon. A careful examination showed that a cut less than 3 in. square had been made in the lining boards, and the opium passed through the hole into the space between the ship's side and the lining. After concealing the opium the smugglers replaced the "cut" and a bracket was screwed over it, giving it all the appearance of part of the cabin fittings. It was a scratch on the paint near the bracket that excited the suspicions of the searchers. The bracket, taken off, and the hiding-place of the contraband revealed. Altogether 166 tins were found in this spot. Another cabin in the vessel was overhauled, and behind the lining a further quantity of 46 tins was traced.

Searching operations were continued during the afternoon, and two officers, named Lyde, were on the track of another parcel of opium when they were accosted by another member of the Chinese crew. In a most bland kind of way the Chinaman handed £30 to the searchers, and asked them to "makey all"; but the officers were not so inclined. They were bent on securing all the opium they could get their hands on, and resuming the search located 120 tins in the lining boards of the saloon pantry. The opium had been carefully packed, and several of the lining boards had to be removed to get at it. The search was continued up to dark, and meanwhile the 332 tins found on board were sent on to the King's Warehouse. The money handed over to the searchers as bribes was taken charge of by Boarding Officer McMahon, who in turn handed it over to the Collector of Customs.

The Customs authorities were not satisfied that they had secured all the opium secreted on the vessel, and accordingly posted guards to watch her during the night. The search will be resumed early this morning.

FOUND IN SAUSAGE SKINS.

Perth, April 19th.—A Customs officer at Fremantle made a seizure of opium, concealed on the person of a Chinese fireman, Lim Swee Swan, of the steamer Mitalya, which recently arrived from Singapore. The man was wearing a broad belt, and on feeling it the Customs officer found a lump. An investigation brought to light 22 ounces of opium in sausage skins, hidden under the belt. The Chinese will be charged with having opium in his possession.

THE NIPPON YUSEN KAISHA.

GOVERNMENT VESSELS A HANDICAP.

The Nippon Yusen Kaisha fleet at present comprises eighty steamers ranging between 700 and 8,500 tons, with an aggregate tonnage of about 599,335 tons. In addition to forty steam launches representing a total tonnage of about 1,400. Besides these vessels, the company is taking charge of seven steamers with an aggregate tonnage of 27,791, which were prizes of war taken by the Navy, and two steamers with a total tonnage of 8,442 belonging to the Department of Agriculture and Commerce. These Government steamers, says a Tokyo dispatch to the Asahi, are used in carrying cargo to India or Australia. Owing to the depression in the marine transport business since last year the company has five steamers lying idle and not sufficient cargo can be obtained to load the Government vessels held in trust, thus adding to the difficulties of the company, which is anxious to return these steamers to the Government. The Navy and Agriculture and Commerce Departments have no means of keeping them; however, no purchasers for the steamers willing to give reasonable prices can be found at present. It has therefore been arranged by the company and the Government that the steamers shall be retained by the company, and an allowance made by the Government towards the expenses of maintenance.—Japan Chronicle.

A CRUEL INDIAN.

BRUTAL TREATMENT OF INJURED GOAT.

Occasionally the Police are responsible for bringing to book unscrupulous individuals whose handling of helpless animals is recalled for. Several instances of harsh treatment in the matter of animals have periodically been brought before the proper authorities, who meted out adequate punishment to the callous offenders. One such case was brought in the Police Court, this morning, when a youthful Indian tailor who rejoices in the name of Mengal appeared on a charge of ill-treating a goat. It appears that Mengal the other day had

"HISTORIC" SHANGHAI.

A VOLUME OF FASCINATING CHARM.

Local histories must always have a circumscribed field and their appeal must always be limited, but the local historian has seldom a topic of such varied interest or of such international significance as is to be found in the rise of Shanghai to its present position of principal emporium of an Empire of nearly four hundred millions of souls, the commingling of the commercial, political, and financial interests of every civilized nation, giving to Shanghai and its history a character unique. Of all that is involved in the story of this great port, Mr. Montalto de Jesus, in his sketch of Shanghai's history, gives us the *fontes ad originem*, and we cannot delay saying that his volume is one of fascinating charm and will earn the gratitude of all Shanghaians and of those whose interests are wider still, those whose first concern is rather the interplay of political forces and the move and countermove of diplomacy in the Far East; for the history of Shanghai is bound up with much wider things than its own commercial destiny. Opened to the world in response to the hard knocks of foreign guns, foreign endeavours saved it from the devastation that would otherwise surely have laid it low during the rebellions of the Taipings, and foreign nations again secured for it immunity from attack during two of China's wars. To the student of larger affairs its history is of interest as embodying the growth of an ideal, the gradual reduction of conflicting views and interests into a harmony of compromise without sacrifice of essential, and the concrete expression and function of international amity in the Far East. From this point of view we are inclined to question some of Mr. Montalto de Jesus's interpretations of facts and descriptions of motives, but as probably every reader will approach the subject with his own preconceptions, and as every writer on the subject would certainly do so, we cannot hold our author in default on that account; but rather we are unfeignedly thankful that the slightly Anglophobe and Sino-phobe symptoms of his earlier work have very largely disappeared, and that the whole even where we regard his judgment as being in error, we recognize the fair-minded manner in which it is expressed.

THE ONLY SERIOUS CRITICISM.

We have to make of Mr. de Jesus's volume, we may proceed to suggest to our readers exactly what is the scope of the work and what is the bearing of the past, as pictured for us in these pages, on the present. Passing over the days before there was a foreign Settlement at Shanghai, we may note that there was at one time a possibility that this history could never have been written. The claims of Chusan, that delightful island, were at one time regarded as not unworthy to be set up against those of Shanghai as a place suitable for the establishment of a foreign Settlement, but the geographic and commercial instinct decided in favour of Shanghai, just as, at an earlier stage of European intercourse with China the claims of Chusan had given way before the commercial and military instinct which favoured Hongkong. Mr. de Jesus gives a spirited narrative of the opening of Shanghai and of the events that led to the Treaty of Nanking. He then proceeds to discuss the rise of the foreign Settlements and the circumstances under which this event took place. There can be no question that in the somewhat casual negotiations conducted by Captain Balfour with the Taotai for the settlement of the regulations governing foreign residence at Shanghai there was little of the foresight necessary to the great administrator. Mr. de Jesus points out that Consul Balfour had in mind merely British interests, and whilst we cannot agree with Mr. de Jesus in commending his attitude in this regard we would note that from the first he kept in mind the fact that other nationalities would be seeking a lodgement in the newly opened port, and under his successful hand facts brushed aside Balfour's theories.

TWO SALIENT FACTS of the Regulations were that provision was made for the amenability of other foreigners to the code and that Chinese residence within the Settlement was interdicted. It was not long before other nationalities sought to establish their Settlements, but by 1854, as Mr. de Jesus tells us, regulations were made for the welding together of the original Settlement, commonly known as the British Settlement, the French Concession, and the American pseudo-Settlement, and at the inauguration of the new régime Consul Alcock dwelt upon a need and an ideal that we have frequently emphasized in these columns, viz., "laws whereby the whole foreign community should be equally governed," "only in constitution, purpose, and government." Mr. de Jesus tells us that there was no difficulty in this regard at first as the British authorities were concerned, for they "never regarded the Settlement originally assigned to British merchants together with any rights or privileges therein acquired by the Government as a means of excluding other foreigners therefrom."

MR. DE JESUS'S INTERESTING NARRATIVE, we cannot follow in detail, but we may point to some points of special interest. Mr. de Jesus puts the extremely vexed question of Chinese residence in the Settlement in a clear light when he says, "From a purely foreigner's reservation the Settlement became a native island, the southern portion, however, being gradually and abominably overcrowded and filthy, and fraught with danger of fire and pestilence, rife with brothels, opium shops and gambling dens. To the Consul's representations on this subject the Taotai replied that according to the original Land Regulation Act settlement was interdicted within the Settlement; now, however, encroachments were built by foreigners to accommodate natives, regardless even of the risk incurred in harbouring people of bad character, indiscriminately." The Council eventually took this view, and limited its action to the suppression of disreputable houses.

CONCERNING THE ASPIRATIONS OF THE SETTLEMENT for absolute freedom we are given some most carefully digested and interesting information, including that of a scheme whereby the "leading citizens unfolded the outlines of a free-city under the protection of the four Great Powers most in touch with China, but exercising its own government through its own officers, to be elected under a system of suffrage that would give the controlling power to the owners of property, native and foreign, the city and its environs to be incorporated under a strong government." Throughout the book we are coming across forebodings of what must undoubtedly be the solution of Shanghai's great question, the admission of Chinese to a share in the government and we constantly find the Council upholding the frequently forgotten fact that the soil of the Settlement is the soil of China. Consul Meadhurst pointed this out, and Sir Frederick Bruce disavowed it. "Any administrative system which set at naught the territorial rights of the Chinese government," he said. "When the Taotai sought to levy one after another kind of tax or native residence within the Settlement, Sir Frederick Bruce repeatedly upheld the right of the local Chinese authorities to do as they pleased in the matter." Agents in

1883 Sir Richard Rennie suggested that the new code of Regulations and By-laws proposed for the government of the Settlement should be submitted to an experienced lawyer. The result was a sweeping revision of both Regulations and By-laws, and the affirmation of the principle that "for any amendment thereto confirmation by the Peking government was required."

THE LOVE OF FAIR PLAY.

that has always actuated the representatives of Great Britain in the Far East is admirably illustrated in Mr. de Jesus's account of the origin of the Imperial Maritime Customs. During the Taiping rebellion the Chinese Customs House on the Bund was pillaged and wrecked by the rebels. "The situation then assumed a peculiar phase. All native authorities being locally overthrown, the foreign mercantile community regarded the Treaty as then in abeyance, inasmuch as there were no officials to carry out its stipulations; and it was argued that where no customs-house existed there could be no obligation to observe its rules and pay its duties. Nevertheless Consul Alcock declared that the capture of a port could in no way abrogate a solemn Treaty with the Empire; that the Treaty obligations remained binding in spite of one of the contracting parties being for the time being incapacitated from giving full effect thereto; and that this incapacity arising as it did from that contracting party being beset by calamities, was no reason why its rights should be ignored, but on the contrary constituted the strongest argument for the honest recognition of such rights." Consul Alcock announced provisional rules for clearing ships in the absence of customs officials, the amounts due on imports and exports to be paid in to the British Consulate either in silver or in promissory notes, to be eventually handed over to the Chinese authorities. Several other nationalities tried this arrangement for a while, but soon deserted, the first drop out being the United States Consul, who was also a merchant. For several months this system was in working order, and received the emphatic approval of the British Minister in Peking, but eventually through force of circumstances it broke down, and on Consul Alcock's initiative the Imperial Maritime Customs took its place. In the meantime, British integrity had cost British merchants hundreds of thousands of dollars.

We have perhaps dealt rather with one aspect of the matters covered in this interesting volume, but we must not assume that other aspects of Shanghai's history are overlooked. The book is written with

A WIDE OUTLOOK.

No narrow view of the place held by Shanghai is taken, as the following extract from the Preface will show. "The pride of Shanghai, however, rests more upon the memorable struggle which proved to be an empire's deliverance of its terrible scourge—the Taiping rebellion. In this glorious liberation Shanghai figured as the central point, only to remain unparagonably unhonoured and unnoted. It is precisely from this central point that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately grasped without full light being thrown on local conditions at that stirring epoch. Thence dated the marvellous growth of the foreign Settlements. It is mainly from this standpoint that the writer has striven to meet a long-felt need in presenting a faithful picture of what will ever be regarded as the most historic and interesting period in the annals of Shanghai."

This being the point of view from which the book is written it is appropriate that it should be dedicated to Gordon, of whom an excellent portrait appears. Mr. de Jesus realizes, and his readers will realize with him, the great part that Shanghai played in the destinies of China at that time of stress and storm, and he points out that the Chinese Government was neither slow to see this nor to express its sense of gratitude. We trust that what we have said will make it clear to our readers that "Historic Shanghai" is a book worthy of the attention alike of the general reader and the student. For the benefit of the latter the frequent citation of authorities is invaluable, and a good index enables him to turn up any particular point with facility. With abundant and excellent illustrations, clearly printed in a comfortable type, and neatly and strongly bound, "Historic Shanghai" should take a place on every Shanghai bookshelf, and should also appear in the libraries of all who take a serious interest in the affairs of the Far East.—*Saturday Review*.

AN INDO-CHINA S. N. CO.'S SKIPPER.

PRESENTATION TO CAPT. TAMPLIN.

A very interesting and pleasing ceremony took place at Chinkiang on Thursday, the 13th instant, the occasion being the presentation of a beautiful embossed silver bowl with a central medallion, accompanied by an illuminated address to Capt. H. Tamplin on the eve of his departure for home. The presentation was made on board the I. C. S. *Tung Shing* by her general commander, Capt. Stalker, by her representative of the Captains and Officers of the Indo-China Steam Navigation Co.'s fleet, in the presence of numerous shore and seafaring friends of Capt. and Mrs. Tamplin. The address read—"To L. H. Tamplin Esq. On the occasion of your leaving for the Homeland on a well-earned holiday, we the masters and officers of the Indo-China Steam Navigation Company's steamers, consider it a most fitting opportunity to express our appreciation for the many kindnesses which, as the Company's representative at Wuhu and Chinkiang, you have shown towards us both in and out of business. For old times' sake we ask you to accept the accompanying piece of plate in remembrance. Trusting Mrs. Tamplin and yourself will enjoy perfect health and have an enjoyable holiday in the sincere wish of all."

Capt. Tamplin gracefully acknowledged the handsome present, and after the health and happiness of Mrs. Tamplin had been honoured by the assembled company, coupled with hearty good wishes for an enjoyable holiday, the proceedings terminated.—*N. C. D. News*.

HIT WITH A BRICK.

ACTION FOR DAMAGES SETTLED.

We are given to understand that the action brought by G. Bagnara, a ticket collector, in the employ of the "Star" Ferry Company, Limited, against the contractor, Lam Woo, for damages, alleged to have been caused by the negligence of those employed by the contractor, has been settled. The claim, it will be remembered, was for \$1,000, and as far as the report goes, \$500 have been paid over to the claimant. Lam Woo has the contract for erecting a building in Padder Street, and it is stated that one Sunday morning a month ago while plaintiff and some lady friends were passing the building a loose brick became dislodged and fell, striking plaintiff on the head. Mr. P. W. Golding (of Messrs. Golding, Bury and Morrell) appears for the plaintiff. The defendant is represented by Mr. Atkinson (of Messrs. Deacon, Loeber and Deacon).

THE KIOB AUSTRALIAN GOLD MINING CO. LTD.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING APRIL 24, 1909.

The Chairman and Directors, Kiob Australian Gold Mining Coy. Ltd., Singapore. Gentlemen,—I herewith beg to hand you my report on your mining and milling operations. The mine measurements and assay returns of prospecting work show a total of 866 ft. for the period (4 weeks) under review, made up of 25 ft. sinking, 19 ft. driving, 637 ft. cross-cutting and 21 ft. of prospecting work, as against a total of 37 for the previous four weeks.

MINES.
Bukit Komar.—540 ft. Level, Drive South.—This has been driven 1 ft., making a total of 101 ft.

The drive carries a nice body of stone. North Drive.—To this has been added 5 ft., bringing the total to 51 ft. Driving has been stopped owing to low value of the rock.

A drive on the main lode has been started northward to join the wire coming down from the 400 ft. level.
400 ft. Level, South Drive.—This has been extended 10 ft., making a total of 55 ft. The lode 410 ft. wide, average 3.61 wt. per ton.

440 ft. Level North, No. 1 Winze.—This has been extended 16 ft., making the total depth 51 ft. The portion of lode is eight averaged 43 in. and low grade.

The drive from the stone north has been extended 2 ft., making a total of 9 ft. The lode 53 in. wide, gives 19.27 wt. per ton. At this seems to be improving northward it has been stopped and the main drive below has been restarted and the two will be connected by a winze later.

Crosscutting for Slope-sinking.—5 ft. Slopes.—Above the 400 ft. level, 1 stop; lode 410 ft. wide and worth 2.50 wt. per ton. Above the 340 ft. level, 2 stops; lode 190 in. wide and worth 2.30 wt. Above the 240 ft. level, 1 stop; lode 144 in. wide and worth 3.4 wt.

STONE-MINE.
150 ft. Level, Drive South.—This has been driven 17 ft., making a total of 1,010 ft. The lode 84 in. wide, averages 15.27 wt.

At 100 ft. level of Anderson Shaft or 720 ft. out of Slope shaft, a winze has been started and sunk 6 ft. The lode 53 in. wide, assays 15.0 wt. It is intended to connect this to the north drive on the 260 ft. level from Anderson Shaft.

From the stone a small branch about 7 in. wide has been driven on 15 ft. and 18 ft. to the north and south, respectively, worth 71 wt. 160 ft. Drive North.—To this has been added 25 ft., making a total of 101 ft. The lode averaged 43 in. wide and worth 2.50 wt. per ton.

Crosscutting for Slope-sinking.—20 ft. Slopes.—Above the 160 ft. level, 2 stops; lode 93 in. wide and worth 12.42 wt.

ANDERSON SHAFT.
260 ft. Level, Main Crosscut West.—This has been extended 23 ft., making a total of 101 ft. The lode has been struck and driven on to the north 8 ft.

It is now 60 in. wide and worth 10 wt. A second branch of quartz about 10 in. wide was driven on 17 ft., but is of no value and has been stopped.

BUKIT MALACCA.
No. 1 Level, Drive South.—This has been driven 24 ft., bringing the total to 41 ft. The lode 63 in. wide, assays 8.92 wt.

A bunch in the hanging wall has been driven on 20 ft., on a lode 63 in. wide worth 3.00 wt. No. 1 Level North, Drive North From Crosscut East.—This was started on a branch met in the crosscut and has been driven on 24 ft. on lode matter 41 in. wide worth 8.22 wt.

No. 2 Level, South Drive North From Crosscut East.—This has been driven 3 ft., making a total of 3 ft. and as the lode became poor and disturbed a crosscut has been started and taken 16 ft. to the east.

Slopes.—Above the No. 1 level, 1 stop, and above the No. 2 level, 1 stop, lode averages 57 in. and worth by assay 5.17 wt.

Prospecting.—23 ft. of this work has been carried out on surface.

GENERAL.
At Anderson Shaft a new head gear is in course of construction.

The new electrical machinery and reduction gear for operating the pump are complete and have been given a trial run which was most satisfactory.

The transformers have been removed from Slope mine to Anderson Shaft to make this the head transforming station. For working Slope machinery a low tension service is connected.

From the Wilfley Tables 54.15 tons of concentrates have been recovered worth 16.5 wt. per ton.

BUKIT KOMAR.
40 Stamps: ran 28 days less 1.5 days for repairs and clean up.

Huixington Mill ran 28 days less 1.41 days for repairs and clean up.
Ore Crushed: Komar 2,755 tons.
Stops 912

Total 3,667 tons.
Amalgam Collected 2,600,000 oz. producing Retorted Gold 97,000 " " Smelted Gold 938,975 " " Average yield per ton 5.09 dw. " value of tailings 51

BUKIT MALACCA.
No. 1 Mill ran 23 days (crushing 1,715 tons Surface ore and 327 tons Mine ore). Total crushed 2,042 tons.

Amalgam Collected 305,000 oz. producing Retorted Gold 103,000 " " Smelted Gold 101,000 " " Average yield per ton .99 dw. " Total—Tons crushed 5,700,000 Amalgam 3,005,000 oz. Smelted Gold 1,034,975 oz. Average Fineness 915.447 " Yield per ton 3.61 dw.

W. H. MARTIN,
General Manager.

IMPORTANT DISCOVERY OF QUARTZ IN ANDERSON SHAFT.
It had been anticipated for some time a good discovery might be made in the Anderson shaft of the Kiob gold mine, and it is now announced that the expected lode has been struck, and that at a date of which Mr. Martin was able to state that it was "slates inches wide and worth 10 wt. to the ton. From the fact that Mr. Martin also states that a new head gear is in course of construction at this shaft, and that a considerable amount of work has been, and is being, effected in and around this particular spot, the inference is that the present discovery of valuable gold-bearing quartz may be the precursor of other discoveries, and that the output of Kiob may be accordingly increased at a not very far distant date. Indeed, it is generally believed that the chief importance of the discovery in the Anderson shaft is that it confirms a theory formed as to the direction taken by other important gold-bearing seams, for which reason shareholders and others will so doubt await the manager's next report with more than the usual amount of interest.—*Straits Times*.

ALLEGED COUNTERFEITER CAPTURED.

ACCUSED OF PASSING FORGED BANKNOTES.

Last Monday night, a coolie, who interchanged the name of Chung Ho, walked into the box office of the Hongkong Cinematograph, and depositing a 50c bill, drawn on the Chartered Bank of India, called for five twenty-cent seats. The ticket man examined the bill carefully. He found it to be forged, but before he could question the coolie, the latter had fled. He was pursued and captured, and when brought to the Central Police Station another spurious bill was found in his pocket. When interrogated as to where he obtained the bad bill, the man said, "I got them in the country." He was charged before Mr. J. H. Kemp, in the Police Court, on Tuesday, with issuing counterfeit bills. He pleaded not guilty, and the case was remanded till next week.

NIPPON YUSEN KAISHA.

HALF-YEARLY REPORT.

The next half-yearly General Meeting of the Nippon Yusen Kaisha is expected to take place on the 27th inst., at the *Asahi* state. The profit of the present half-year is believed to be about ¥1,000,000, and this, plus the amount brought forward from the previous term should suffice to enable the Kaisha to pay a dividend at the usual rate of 12 percent per annum. Apart from the above, however, the Kaisha will have a serious question to consider, says the *Osaka Journal*. The term of the subsidy for its European service will expire in December next. After that the number of subsidised steamers on service will be decreased from twelve to eleven. Its three steamers on the American service, and six others on various other lines will lose the privilege of a subsidy. Such being the case, it will soon become necessary to construct many new steamers. At the same time it has to increase the reserve for depreciation. It is, however, likely that the rate of dividend for the present half-year will be 12 percent, as already mentioned.—*Kobe Herald*.

BUSINESS IN TONKIN.

EXPORT TRADE FLOURISHING, WHILE IMPORT TRADE IS DEPRESSED.

The export trade of Tonkin during the first quarter of this year increased at a pace which only slackened by the difficulty of finding enough vessels to carry the shipments to Europe. The export of grain shows a marked advance. But, says the *Annuaire du Tonkin*, the most gladdening feature is the heavier shipments of minerals. This is a welcome sign of the times, for it brings home, right to the Government and to capitalists, the development of the mines of Tonkin will add enormously to the wealth of the Colony. Unhappily, the mining region lies in the upper country, which is so overrun by brigades that prospectors are in risk of their lives. The exports from Tonkin in 1908 were 105,000 French tons over and above those of 1907. Those in the know say that the figures for 1909 will far exceed those for 1908.

Far otherwise is it with the import trade, in which the depression is terrible indeed. Many stores, with heavy expenses to meet, hardly make enough to cover the outlay, and not always gain. Optimists hope for a brighter future in view of a huge public works loan to be shortly raised by Government, which may give much needed spur to business. Others look for improvement from the approaching completion of the Yunnan railway. Some fancy that the depression will only end when the mines in the Colony are so developed as to draw crowds of Frenchmen and foreigners, who will spend their earnings in the large towns freely. Too many import firms, however, cannot wait so long. They have either shut up shop, or have removed to Saigon, leaving only branches in Tonkin.

ADMIRAL LAMBTON AS FISHERMAN.

THE JAPAN ADVERTISER GIVES THE FOLLOWING DETAILS OF VICE-ADMIRAL SIR HEDWORTH LAMBTON'S FISHING EXCURSION LAST WEEK.

The Admiral and some of his officers were the guests of Admiral Saito and spent the whole of Sunday fishing on the Tamagawa river. Captain Lambton, in company with a committee received the party at the Shibuya Tramway Station and they arrived at the Tamagawa at 10 a.m. The honorary officials of the village expressed their appreciation of the honour conferred upon them by the visit of the Commander-in-Chief of Britain's China Squadron. The villa of Mr. Den commands a magnificent view opposite Tamagawa and the area is the garden at this period lent additional beauty to the scene. At the gate of the villa, the Rising Sun and Union Jack were crossed. Vice-Admiral Lambton, the guest of the day, riding in the same carriage as Captain Saito, entered the villa and was received at the gate by Miss Miyawaki, the principal of the Kiwada girls' school and thirty of her students who held their annual meeting in the garden. Refreshments were served on the lawn at about noon and the fishing party commenced its operations in ideal weather. Some twenty boats were specially decorated and equipped, and carried a plentiful supply of provisions and refreshments. The visitors, on account of their naval rank, were invited to arrange the fishing boats into a fleet, and this was accordingly done, amidst much merriment, the boat of Vice-Admiral Lambton assuming the rank of flagship. Finally, in a shady spot on the river, the party was successful in making some fine catches of carp, many of the officers wading in the river in pursuit of their "prey"—often a difficult task. Eventually, after a thoroughly enjoyable day, the party returned with the "catch" to the official residence of Admiral Saito.

OIL IN SIAM.

Petroleum is found in Maung Fang in the extreme north of Siam. The amount of oil produced is quite insignificant. The oil may be collected by skimming the water which collects in shallow pits dug for the purpose. The oil thus collected is black in colour and very viscous. It is supposed that this occurrence is geologically connected with the oil-fields of Burma. This oil is not likely to become of any importance until communications have very much improved. At present it would be practically impossible to open the district so as to be able to work the deposits, even if they have any value, which is an open question. Oil has been frequently reported in Koda, and experts have pronounced it to be there, but it is very doubtful whether there is any truth in these assertions, as no good samples have ever been obtained. It appears that people have been misled by the presence of considerable quantities of marsh-gas in some unmined ground.—*N. C. D. News*.

THE SIAM DIRECTORY.

A NEW BANGKOK PUBLICATION.

Among the publications which are bound to prove of value and commercial importance to the merchant may be counted the *Siam Observer*, the first issue of which has just been issued through the enterprise of the *Siam Observer*. Anyone who has had anything to do with the compilation of a directory, even the simplest, will realise the difficulties that occur at the outset in ensuring accuracy and simplicity, and at the same time the necessity of presenting the information in a convenient form, has not to be overlooked, but when there is added to that the special knowledge required in collating the facts concerned with a foreign country such as Siam where all the customs and nomenclature are opposed to Western notions and training, these difficulties are increased a hundredfold. The new *Siam Directory* redounds to the credit of the Editor, Mr. H. G. Gough, whose long experience of the country admirably fitted him for the work in question and it is now possible to find at a moment's notice the name of any firm doing business in Bangkok and that of any foreign resident or Siamese notability. Some of the names of the latter would form an excellent exercise for a spelling "B," and like the chairman at company meetings we will take them as read. Still we are inclined to wonder how his familiars address the Royal Prince, who rejoices in the cognomen of Bhauandhawongse Voradej Bhauarangee? The Directory contains a brief history of Siam, a description of the capital, an epitome of the various treaties, a short description of the Customs tariff, etc. Special sections are set apart for the foreign business houses in Bangkok and their employes, while there is a comprehensive alphabetical list of foreign residents. Altogether the *Siam Directory* is a comprehensive compendium for the dealer of the commercial agent, the shipping agent and the business man generally. It is printed at the office of the *Siam Observer* and costs the reasonable sum of five taels.

TRAFFIC IN WOMEN.

SHARP SENTENCES AT NAGASAKI.

The *Nagasaki Press* states that sharp and commendable sentences were passed upon three men (and the name) before the Nagasaki Chihō Saibansho on Wednesday last, convicted on charges of being concerned in the kidnapping of nine Nagasaki girls for shipment to Shanghai, one, Sugahara, of Yamaguchi-ken, receiving seven years' imprisonment, and two others, Kaneko, of Kyūmōto-ken, and Yamaguchi, of Omura, receiving six years' each. It appears that these loathsome individuals were caught in the act of stowing their victims in the hold of the Norwegian steamer *Verge* leaving Moji for Shanghai on January 16th last, when their suspicious behaviour attracted the attention of the Captain who promptly handed them over to the police. It is interesting to note, our contemporary remarks, to observe that the authorities in Nagasaki are taking a prominent lead in the adoption of means to suppress this abominable practice. They have set an example worthy of the most serious attention and which might be copied in other quarters with advantage if this pest is to be stamped out.

Another case brought before the Nagasaki Chihō Saibansho on Wednesday last, though fortunately of a much less common nature, received a well deserved sentence when the gravity of the offence is considered. The case in question was a charge of robbery with violence, and violation of a married woman, by one Mitani Kanosuke, aged 23, a native of Moji, and an old offender, and the sentence imposed was twenty years' imprisonment. From the evidence on which he was convicted it appears that Mitani, who was only liberated from the Ishaya prison on March 18th, broke into a merchant's house at Sasebo early the following morning, during that gentleman's absence, and under a pretext of violence, committed a criminal offence upon his wife. He afterwards plundered the house of money, valuables and clothing before taking his departure. The Sasebo police, however, were soon on the track of the offender and succeeded in arresting him the same afternoon whilst visiting a friend. He has no fewer than thirteen previous convictions of his recorded against and was justly termed "incorrigible."

THE GOVERNMENT OF HARBIN.

A WORKING AGREEMENT CONCLUDED.

A preliminary agreement, containing eighteen articles, was signed yesterday by H.E. Liang Tun-yen, President of the Waiwopu, and His Honour Shih Chao-chi, Taotai of Harbin, representing Chiao and M. Korostovets, Russian Minister at Peking, and Major-General Horvath, Chief of the Harbin Railway Staff and Acting Consul-General for Russia in Harbin, as representatives of Russia regarding the Russian railway authorities at Harbin and their claims to have the right of taxation over Chinese subjects both at Harbin and other Settlements along the line.

The agreement emphasizes the intention of Russia to respect China's sovereign rights. Treaty rights of other nations are safeguarded by an exchange of notes. Major-General Horvath left Peking yesterday.—*N. C. D. News*.

CHINESE POST OFFICE RETURNS.

DR. MORRISON'S APPRECIATION.

Under yesterday's date the Peking correspondent of the *Times* wires as follows:—The report on the working of the Imperial Chinese Post Office in 1908 has been completed. Again, at last year, the operations show an unprecedented expansion. The improvement of the organisation, the facilitation of inter-provincial communication and the acceleration of delivery by courier service working day and night then noted can again be recorded. The postal routes now cover 88,000 miles, of which 68,000 are courier lines. High credit is due to the Postal Secretary and the small body of foreign employees scattered over the Empire for training the Chinese employees and organising this remarkable extension of an efficient service.

The only regrettable feature of the administration is the method of compiling the statistics according to the Chinese and not the foreign year. In 1907 in deference to Chinese wishes the antiquated Chinese calendar was substituted for the foreign calendar, in which all the Customs reports had been compiled since the institution of the Customs. By this calendar the year ended on January 1st, the previous year having ended on February 1st in 1908. The number of post offices open in 1907 was 176. There were 2,309 in 1907, and 3,403 in 1908. The number of postal articles handled in 1907 was 10,000,000, the number was 16,000,000 in 1907, and 25,000,000 in 1908. The number of parcels was 227,000, weighing 450 tons, in 1907, 1,026,000, weighing 1,500 tons, in 1907, and 1,450,000, weighing 27,135 tons, in 1908.

NATIONAL EFFICIENCY IN CHINA.

In his efforts towards the reconstruction of national life the wise reformer will always reveal a conservative instinct. Indeed, the absence of this conservative instinct is the one absolute which marks the revolutionary from the true reformer, and its presence is the sufficient assurance of a sane and steady progress. Many interested observers of events in China, as they have measured the meagre performance of her Government by the fulsome promises of her reformers, have shown considerable impatience with the very obvious failures and conspicuous shortcomings of Chinese officialdom. So much is this impatience felt that there are not wanting those who are ready to say that in this Empire are now contained politically, "dwell on no good thing" and that the first step needed is to "sweep it all away." But it is well to remember that a nation which would build sure must build slow. Chinese reformers are more blameworthy for saying too much, than for doing too little. The great task before the reformer in China is to learn what it is possible and wise to conserve, and his aim ought to be to discover rather what it is necessary than what it is possible to cut away. Too great a week with the party as the experience of these days in Turkey may serve to illustrate, is a weakness and a very certain source of political trouble.

In the sphere of education China has a unique opportunity to make use of her age-long experience, and by adapting her time-honoured methods to the demands of the age there seems no reason why she should not secure to herself for national service the best and most efficient of her sons. Strangely enough she appears unwilling to trust the very system which she originally conceived for the nations to use with the greatest of benefit to themselves, and she is today suffering from ill for which she has all the remedy in her own hands. The system of competitive examination which had served China through so many centuries has proved a failure in her management, not because the system was a bad one, but because it was applied on too narrow a scale and in too ignorant a manner. So far as it went, it produced men of culture whose knowledge of certain things was phenomenal. That they were inefficient in other and more practical things was due to their native incapacity, but to the mass of useless learning which they had been encumbered. That a change was very necessary goes without saying; the question is whether the change which has taken place is altogether for the good. Generally speaking it could be assumed that a degree man from the old system was, at least, a thorough Chinese scholar. At the present time in China there are crowds of Chinese using degrees which appear to be the sign manual of anything rather than learning. Sign boards on all hands announce that men have obtained a degree, M.D., after their names are practising Western medicine, oftentimes enough on the strength of a diploma from a hospital where they have received an inadequate training from an overworked staff of doctors. Bachelors of Arts are to be discovered galore, whose attainments in their own and Western learning are equally unsatisfactory. These are nevertheless very useful members of the educated community and could fill subsidiary posts with advantage. But their unfettered use of degrees is raising a false standard of learning in China.

Now it is possible for a country to solve the whole problem of an educational system, and many other serious problems; such as the discovery of truly efficient men for the government service, at the same time, by inaugurating a system of examination in Western subjects on the lines of the old system. By adding to the number of available, well-educated Chinese, prominent educationalists, missionary and otherwise, such as are now available all over this Empire, to form Boards of Examiners, attainments in Western learning might be standardized by examination, and a graduated system of valid degrees established by means of which reputed scholarship could be put to the test. Degrees from well known Western universities might be recognized, but graduates from all centres of learning outside these should be forced to take the national examination or remain outside such benefits. Its degrees might ensure. Something of this kind is fast becoming a necessity: in order to protect the credibility of this people in regard to Western learning from being imposed upon by those who have, in reality, no other credentials to offer than a mere trip to Japan or a short period of study at a foreign managed school. It is necessary to the successful working of such a scheme as is here proposed that it be conducted in an entirely impartial manner by men whose fairness is above reproach, and that no such thing as a religious test should be imposed on any of the candidates. That some such system will eventually be forced upon the country in its own interest is hardly doubtful, and there are signs that the Government is already becoming uneasy as to the results of much of the so-called learning, learning with which the nation is being flooded. But the rulers of China have yet to prove that they are sufficiently enlightened to have grasped all the points of the problem as it presents itself clearly to other eyes.—*N. C. D. News*.

RAISING COAL.

A DEMONSTRATION IN DOMESTIC ECONOMY.

As a substitute for firewood and rice-straw for domestic purposes amongst the Chinese, the Chinese Engineering and Mining Company are introducing the No. 2 Kailash Black Coal and already the scheme has prospects of much success. With but slight alteration the Chinese stoves at present in use can be made suitable for burning coal, and the advantages to be derived from the use of coal, compared with firewood and rice-straw are cleanliness and cheapness—two very important factors. The scheme has been successfully introduced in Tientsin, and with the object of interesting the Chinese in it this settlement the Mining Company has opened show rooms at No. 12 and 13 Housa Road, reports the *Shanghai Times*, where demonstrations are given, to all who care to go there, of the use and advantages of coal. A couple of stoves have been installed for the purpose, in which three fires are continually burning, and the average consumption of coal per day is estimated to be no more than 35 lbs., the cost of which works out at something like 15 cents. This is said to be about half the cost of firewood and rice straw, the price of which is about 30 cents per 100 lbs. per day respectively. The cost of the Company's No. 2 black coal is 57.50 per ton. The management for the Chinese to adopt the use of coal in place of other fuel, the Mining Company have made an offer to effect the necessary alterations to existing stoves free of cost. Already many Chinese have visited the showrooms and have been much impressed by what was demonstrated to them, and there can be no doubt but that

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber, last Thursday. Present: His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, Hon. Mr. F. H. May, C.M.G. (Colonial Secretary), Hon. Mr. H. J. Budgeley, (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), Hon. Mr. F. J. Budgeley, (Captain-Superintendent of Police), Hon. Mr. A. W. Brawn (Registrar General), Hon. Dr. Ho Kai, M.A., C.M.G., Hon. Mr. E. A. Hewitt, Hon. Mr. W. Y. C. M.G., Hon. Mr. W. J. Gresson, Hon. Mr. R. Osborne, Hon. Mr. H. E. Pollock, K.C., and Mr. C. Cleland (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 4).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table the Financial Minutes Nos. 12 to 20. It was agreed that they be referred to the Finance Committee.

SUPPLY BILL.

On the motion of the Colonial Secretary, seconded by the Colonial Treasurer, the Bill entitled an Ordinance to authorize the appropriation of a supplementary sum of five hundred and twelve thousand two hundred and thirty-four dollars and thirty-four cents, to defray the charges of the year 1900, was read a first time.

The Bill is as follows:—
Whereas it has become necessary to make further provision for the public service of the Colony for the year 1900, in addition to the charge upon the revenue of the Colony for the service of the said year already provided for.

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council, that the following sums be charged upon the revenue of the Colony for the service of the year 1900, the said sum so charged being expended as hereinafter specified; that is to say:—

Governor	\$ 14,612.43
Registrar General's Department	4,445.41
Andi Department	4,247.99
Treasury	4,015.76
Harbour Master's Department	3,974.55
Observatory	2,448.02
Miscellaneous Services	16,940.52
Judicial and Legal Departments	15,443.22
Education	15,848.74
Public Works Recurrent	74,836.39
Charge on Account of Public Debt	9,709.18
Penitentiary	7,935.19
Charitable Services	31,007.66
Public Works Extraordinary	164,303.68
Total	\$512,200.34

The Colonial Secretary said that when the Bill will have been read a second time, it will be referred to the Finance Committee. The only thing to which it was necessary to draw hon. members' attention was the appropriation in connection with the Kowloon-Canton Railway.

POSTAGE STAMPS.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to demote postage stamps bearing the head of Her late Majesty Queen Victoria.

The Attorney-General said that the Bill was introduced in order to bring us into line with the Mother Country in respect of the use of postage stamps bearing the head of our late Majesty the Queen. The Government had taken action upon the suggestion of the Postmaster-General.

The Colonial Secretary seconded.

The Bill passed through Committee.

The Bill was then read a third time and passed.

CHILDREN AND CAPITAL PUNISHMENT.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Law with respect to children and young persons.

The Colonial Secretary seconded.

The Bill passed through Committee with slight amendments.

The Bill was then read a third time and passed.

LARGE ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to amend.

The Colonial Secretary seconded.

The Bill passed with amendments.

The Bill was then read a third time and passed.

PUBLIC HEALTH AND BUILDINGS.

The Bill entitled an Ordinance to amend the Public Health and Buildings Ordinances 1900-1901 was read a second time on the motion of the Attorney-General, seconded by the Colonial Secretary.

Bill left in Committee after considerable discussion.

LIFE INSURANCE COMPANIES.

Council considered in Committee the Bill entitled an Ordinance to amend the Life Insurance Companies Ordinance, 1907.

Bill read a third time and passed.

MERCHANT SHIPPING.

Council considered in Committee the Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1899.

Bill read a third time and passed.

ADJOURNMENT.

The Council adjourned until Thursday, the 27th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

ALLOWANCE TO SERGEANT.

A sum of one hundred and thirty-two dollars and fifty cents in aid of the Sergeant, Sub-Department, for the following items:—

Sergeant, allowance for fuel and light \$42.50

Sergeant, language allowance (Chinese) 90.00

Total \$132.50

TYPEWRITER.

A sum of two hundred and sixty-nine dollars in aid of the vote, Governor, Other Charges, typewriter.

CAUSEWAY DAY TYPHOON SHELTER.

A sum of twenty-five thousand dollars in aid of the vote Public Works, Extraordinary, Causeway Day Typhoon Shelter, deepening shallow area to use for low tide swimming bath.

This was all the business.

This morning (18th inst.) a warrant was issued by the District Magistrate (Mr. J. H. Kemp) for the arrest of a foreign woman named Lottie Kolberg, who failed to appear at the Magistrate's court on a summons. Some days ago an order, signed by Government, it is reported, was issued ordering the deportation of the woman in question from the Colony for being a disorderly person. She did not quit the Colony on the date mentioned, and consequently she was called upon to answer the charge of disobeying an order of banishment. When the case was called this morning, the fair defendant was not present, and the warrant for her immediate arrest was made out.

Kowloon-Canton Railway.

QUESTION OF THE APPROPRIATION OF FUNDS.

COLONIAL SECRETARY'S DEFENCE OF SIR MATTHEW NATHAN.

Colonial Secretary's Office, Hongkong, 19th May, 1900.

Sir,—With reference to the leading article in your issue of the 15th instant in which you allege that Sir Matthew Nathan "devoted funds without the sanction of the Council to the inauguration of works (i.e. for the British Section of the Canton-Kowloon Railway) entirely without the knowledge of the people's representatives," and that "none of the details concerning the actual condition of things on the Railway construction work, the progress of the operations, the character of the line and the probable ultimate expense of the undertaking" were furnished by him, I desire by permission of His Excellency the Governor to point out that what ever funds were devoted to the railway works by Sir M. Nathan were borrowed under authority of Ordinance No. 11 of 1905 duly enacted by the Legislature of the Colony with full knowledge of the objects to which the borrowed moneys were to be devoted; that the Chief Resident Engineer for the Railway only arrived in the Colony at the end of March 1900; that besides organizing and initiating the work he was during the next 12 months busily engaged in the preparation of detailed estimates for the whole work; that on the 23rd of May, 1900, an estimate of expenditure up to 31st December, 1907, was laid on the table of the Legislative Council, which, in addition to the estimated expenditure for the year, showed the expenditure incurred during 1900; that on the same day a resolution was moved to the effect that a sum of \$2,438,000 be advanced out of funds in the custody of the Government for the expenditure during 1900; that a fortnight later the said resolution was passed by the Council unanimously; and that the detailed estimates for the railway were first submitted to this Government in June, 1907, nearly two months after Sir M. Nathan had left the Colony owing to his hurried and unexpected transfer to Natal.

These estimates had to be referred home for the scrutiny and approval of the Consulting Engineers and were not presented to the Legislative Council till the 27th of February, 1908.

From the above record of facts it is manifest that Sir M. Nathan did not spend money on the Railway without the sanction of the Legislature; and that if he did not furnish full particulars concerning the projected railway works it was because he was not himself in possession of the necessary information.

I am, Sir, Your obedient servant,

F. H. MAY,
Colonial Secretary.

SUSPECTED ROBBER ARRESTED.

ACCUSED OF MALPRACTICES IN CHINA.

The police, last Monday, arrested a man, giving the name of Li Tseung, who is accused of the commission of the crime of armed robbery in the interior of China some months ago. The suspect, who is a cook by trade, resided at 4, Tai Wong Lane, and it is alleged that on the 10th December last, in company with several others, he broke into the house of a man named "Sui Cheung Chan, in the Nam Ki Village, Poo U District. The robbers, it is asserted, ransacked the premises, and seriously injured one of the inmates, who refused to obey the order to keep quiet. The suspect was arraigned on the extradition charge in the Police Court, on Tuesday, and, pleading not guilty, the case was adjourned for a week.

FOREIGN CAPITAL IN JAPAN.

The issue of the Osaka Municipal Loan bonds in London through the industrial and commercial success, remarked the *Nichi Nichi*, the result being considerably more satisfactory than in the case of the South Manchurian Railway loan, raised in the same market last year. According to the vernacular paper, translated by the *Japan Chronicle*, from which we quote, this is no doubt due to the difference in the condition of the money market in London this year and last year, and it is not at all improbable that in the present conditions of the market any other kind of venture will meet with similar success. In short, this is an excellent time for the flotation of foreign loans. The state of affairs, together with the brisk sale of national bonds to foreigners that is going on in Japan, should be considered as having widely opened the gate for the inflow of foreign capital. While recognising the facilities which have now become available for the employment of foreign money, the attention of the people should be drawn to the fact that the larger the amount of Japan's indebtedness the more will be the amount of interest to be paid to foreign countries. Whether the borrowers be the Government or private corporations, the balancing of international accounts means the exodus of so much specie from the country in payment of interest. The specific question has long been engaging the attention of publicists in this country, and though as long as Japan can avail herself of foreign capital with ease and facility the matter seems to claim less attention from the public, the importance of the problem must increase with the growth of Japan's liabilities. With the satisfactory raising of foreign loans and the ready sale of national bonds, the payment of the interest will become a question worthy of careful study by publicists, cautious the Tokyo Journal. Various means are suggested towards minimising the outflow of specie resulting from payment of interest on foreign loans. Firstly, the encouragement of the export trade is urged; secondly, the keeping down of interest at as low rate as possible; and thirdly, the attraction of money from abroad to Japan through channels other than trade. The promotion of the export trade is what has been most earnestly advocated both by the Japanese Government and people for many years, but this method is of such a nature that it grows only by degrees with the development of the manufacturing industry of the country. It can therefore be expected that therefore it should show a respectable advance in the course of a few years. As to the absorption of foreign funds through channels other than trade, such as remittances from Japanese working abroad and the proceeds from the tourist traffic, this is a most desirable plan, but the amount received in this way can hardly be estimated accurately or relied upon as a regular source of revenue. The question then resolves itself that for the present Japan cannot find any other means of reducing the amount of interest on Japan's foreign accumulating debt than the keeping down of the rate of interest itself. For this purpose the conversion of national bonds carrying high interest into others with lower interest is calculated to be a policy in keeping with the financial interests of the country.

Policeman Shot Dead.

DISTURBANCE AT SAMCHUN.

ARMED ROBBERS FLEE HAVOC WITH VILLAGERS.

20th inst.

A very daring outrage was committed in the quiet village of Samchun, which is situated quite close to Hongkong, at an early hour yesterday morning, by a gang of armed robbers, numbering some forty strong, who forced an entrance into the residence of a well-to-do farmer, and after maltreating the man and robbing him of considerable property, killed the policeman and wounded several others, who had been called to interfere by the villagers.

The news of the affair, which, no doubt, caused a great sensation among the villagers, was dispatched to Hongkong, and arrived here some time yesterday afternoon. As the affair took place in Chinese territory, and as the policeman who was killed and those wounded were in the employ of the Chinese Constabulary, the Hongkong police are in no way interested, but a watch will be kept, and steps will be taken, should any of the ruffians seek to take refuge, which it is expected they may do, in British territory.

It would seem that the farmer in question, whose name we have not received, was asleep on the ground floor of his house at about twelve-fifty o'clock, when he was awakened by a noise in his room. He was lying on the left side of the bed, and raising himself quietly, saw in the gloom the figures of two men standing near his head.

The farmer is an old man, and resides with his family, who occupied the upper floor. Seeing the strange men at the head of his bed, the farmer called loudly for help, and inquired of the strangers what they wanted. He was struck on the head, the force of the blow landing him flat on his back on the bed. They then set upon the unfortunate man in a most savage manner. Although he was somewhat dazed the farmer was at no time unconscious.

The smallest of the robbers produced a revolver, and holding it close to the victim's face, demanded that he be quiet, while the others (for by this time the number had increased considerably) began to tie his hands with cord. The hands being fastened the robber set to work binding his feet.

The next thing they did was to threaten the man with death if he made an outcry, and they proceeded to ransack the room. From the bedroom they stole a quantity of clothing and jewellery and a purse containing about \$30. Then they went into the rear room, and forcing open a safe, extracted therefrom about \$200 in hard cash.

The ransacking of footsteps suggested to the farmer that the robbers were leaving the premises, but he had not reckoned with his hosts. As he was in the act, so the report goes, of working his hands loose, two men, who had been watching him, charged him and fixed a gag in his mouth. They once more warned him against crying out.

By this time assistance in the form of four Chinese policemen was at hand. The first cries of the farmer had been heard by other villagers, and the police officer informed.

The officers were waiting for the robbers outside the house, and as soon as the first man was put in an appearance than he was attacked. His companions went to his assistance and soon there was a general mix-up. Firearms were then brought into play, with disastrous results. The police, it is reported, wounded a robber, who escaped. The robbers shooting seemed to have been more effective. They shot down and killed one of the policemen, and the bullet hitting him in the head, while the others were more or less seriously wounded. And leaving their victims lying on the ground, the robbers made good their escape.

The body of the dead man was taken to the police office, while the other men were sent to various places for treatment.

The head of the native police was immediately informed, and search parties were sent out to trap the murderers. The British police stations along the border were also notified of the occurrence.

Where the murderers have, flown to is not known, but it is presumed their ultimate destination will be British territory there to lay low until the trouble has blown over.

A WIFE'S DEBTS.

NOW SHE SECURED \$100 FROM A MONEY-LENDER.

A foreign lady, who had become mixed up with an Indian money-lender, owing to financial difficulties, and who had to appear in the Supreme Court, last Thursday, told Mr. Justice Gompertz that in order to secure \$100 (the amount she required) she had to sign for \$500. This is a pound of flesh paid a vengeance.

The money-lender had been against the husband to recover the amount. Against the husband she confessed that she knew nothing of the matter. If his wife had borrowed the money, he said, she did so without his knowledge and consent.

The lady said that she never told her husband her business. She did what she liked.

Mr. E. J. Davidson, who appeared for the money-lender, asked the lady what her husband's wages were. When he was in work at the time the loan was made—he got \$120 per month, was her answer.

"And how much money did he give you when he got his pay?"

"All his money, except a few dollars he kept for pocket money."

"And would you want this loan for?"

"To go shopping with, to pay tram fares, and to 'entertain'."

His Lordship was of opinion that the husband could not be held to be responsible for his wife's debts, and gave judgment against the Indian with costs.

THE KANEAGUCHI SPINNING COMPANY.

TRADE-MARK IN CHINA.

According to the *Asahi*, the Kaneaguchi Spinning Company has discovered that Chinese cotton yarn merchants at Shanghai, in conjunction with Chinese Spinning Companies, have been making much money by imitating its trade-mark. Fearing that any formal protest might bring about trouble similar to that caused by the *Taiwan Maru* affair, the Japanese Company is making efforts through some foreigners at Shanghai to put a stop to the imitation. The Chinese Commercial Minister is a friend of Mr. Bato, the Managing Director of the Kaneaguchi Company, and fully sympathizes with the latter. It is therefore believed that the imitation will be stopped without much difficulty.

REMARKS OF VISITORS TO THE CITY LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 16th MAY, 1900.

Library, Museum.

Non-Chinese 418 203

Chinese 418 203

Total 836 406

New Peak Tramway.

INTERESTING STATEMENT BY H.E. THE GOVERNOR.

PROBABLE EARLY ACCEPTANCE OF THE SCHEME.

At the meeting of the Legislative Council last Thursday afternoon, just before the meeting of the Finance Committee, H.E. the Governor made an interesting statement with regard to the scheme for the construction of a new tramway to the Peak. His Excellency said that, on the 17th December last, the Attorney-General moved the Council to resolve into Committee on the occasion of the hearing of a petition from Mr. R. B. Bishop, when His Excellency took the opportunity of addressing the Council. On the suggestion of the hon. member representing the Chamber of Commerce, the discussion was adjourned in order to enable members of Council to be more fully acquainted with the matter. The question of the rival roads had since been referred to the Public Works Committee, and the report was presented in March of this year and adopted. The Public Works Committee had since the building of the proposed tramway on the system of trestles, and on the Company interested in the scheme being given the option of two other systems, the latter eventually preferred that of the open cutting on being informed that the Government were not prepared to support the scheme as originally proposed. In order to secure the Company to make good the scheme, the Public Works Committee asked simply to prepare sketch plans, which, His Excellency said, would be only submitted to Council. His Excellency proposed to adjourn the discussion to the next meeting. He also proposed to circulate to members a statement of the effect of the scheme upon the Public Gardens, made by the Superintendent of the Forestry Department. In conclusion, His Excellency announced that on the next occasion, the discussion would take place whether the scheme would be referred to a Special Committee or the Bill be accepted and passed.

THE OPIUM QUESTION.

CHINESE GOVERNMENT MONOPOLY ADVOCATED.

Viceroy Tuan Fang, a level-headed administrator, has again raised an important question in his memorial of a few days ago, on the advisability of a government monopoly of the opium trade. It will be backed up by those who know what they are talking about, in his contention that China cannot speedily suppress the use of opium, for other than medicinal purposes, without government control of the production, importation and sale of the drug. This is not the first time the Southern Viceroy has raised his voice for a government monopoly.

Immediate prohibition is out of the question were it possible to at once stop cultivation and to cease importation.

Prohibition has failed in the Philippines, when the prohibition act went into force there in March, 1900, the criminal court records immediately began to swell with the details of the trial of natives, charged with smuggling. Fifteen thousand dollars worth of opium, was found in the possession of an insignificant cabin steward on a man-of-war in Manila harbour.

Two European Officers of Merchant steamers trading with Manila, were detected smuggling and given jail sentences and heavy fines. Immense smaller offenders were dealt with, and it can only be conjectured, as the Philippine officials themselves say, how many escaped and safely landed their contraband drug, and condoned are growing worse.

And why does an attempt at prohibition bring all this, and fail signally? Because in this rush to reform, law-makers have given little consideration to the really vital side of the whole question, viz. the man who smokes the opium.

To intelligently set forth the claims to recognition of this phase of the question requires the consideration of the man who smokes the opium, studied, particularly from the medical side, the question of drug addiction. However, it may be stated fairly clearly without much scientific treatment.

The opium addict will have his drug at all costs. Probably seventy-five per cent. of the consumers of opium in China are full-fledged addicts to the drug, in the strictest interpretation put upon the word "addict" by medical science. They will have their drug at all costs.

These people must have proper medical treatment for the cure of their addiction, otherwise the consumption of opium goes on. The fact that the cured addict will not stop at any time in order to procure his opium makes it obvious that the most carefully organized government machinery cannot cope with suppressive measures without coincident provision for the medical treatment of the consumer, whose cravings and demands create the opium market which it is sought to abolish.

No system, however highly organized or administered, will serve to gradually extinguish the market for opium unless co-ordinate control be exercised over the ultimate buyer of opium before acquisition can be made for his rescue from addiction; the authority which seeks to suppress the opium traffic must know who the consumer is. This knowledge cannot very well be obtained without government control of the channels through which opium is put upon the market. Compelling the consumer to buy his drug from a government depot, under government control, would at once enable the government to locate and register the name of practically every user of opium. The user being known and registered, the system of licensing the licenses to be cancelled at periods, and in such numbers as would be consistent with the facilities provided for the medical treatment of the smokers.

True there is in operation at present, in every province of China, a system of registration under the control of provincial and subsidiary Anti-Opium Bureaux, but no intelligent person will for a moment contend that these registers include more than a small percentage of the names that should be enrolled.

With the vending of the drug in the hands of private merchants, even with such control as is exercised over the sale depots, there can be no absolute guarantee of the amount that is handled.

There is, therefore, no particular reason why smokers, except prostitutes and the inmates and frequenters of more or less public places, to which the police have easy access, should reveal their identity, except those who indulge their cravings in places more or less under the eyes of the police, as stated above. These statements apply particularly to the large cities.

So long as the consumer of opium remains unlocated and uncontrolled, the most highly efficient government machinery, operated by the most careful and able officials, will not be able to successfully accomplish a reduction in consumption and the consumer cannot be identified and controlled except by absolute government domination of all the channels through which he obtains his opium.

Too much stress cannot be laid upon the importance of this question, the actual consumer must be located and controlled.

It is a question of the addition of thousands of people to a drug the use of which they cannot relinquish without medical aid; it is not simply a problem of gradually taking off the market a commodity which the people can do without at will. This phase must be dealt with hand in hand with the control and regulation of the sale of opium, before suppression, gradual or otherwise, can be accomplished.

It has been simply the absence of such control that has prevented any appreciable reduction in the consumption of domestic production. There may have been spasmodic effort in scattering sections of the country to carry out the provisions of imperial decrees on the subject, but thorough investigation will show that the net result is nil, i.e. that the gradual consumption remains the same. There may have been a spasmodic cessation of cultivation of the poppy in certain districts since the promulgation of the edict, but without control of the consumer, himself, such period either has been or will be succeeded by one which is more or less of cultivation in one district will be found to be coincident with increased production in another; or whereas an importation by smuggling and other illicit means will furnish the user with what he cannot get along without, unless he suffers death or commits suicide, and why? Because a question of dealing with drug addiction is involved. It is useless to say that because there has been a decrease in domestic production, the number of consumers is smaller. Leaving out of account those persons who are carrying the habit to the stage of addiction (and they are exceedingly few and may be disregarded, inasmuch as medical science has established that a smoker becomes an addict after very little indulgence) the relation of which consumption, at the present date, bears to the amount of opium used at the time of the initial suppression edicts, is independent of the fluctuation in domestic production, or of the amount gauged by the following:

Decreased by:

(a) Number of addicts who have secured successful medical treatment

(b) Number of addicts who have ceased smoking and now use substitutes

Increased by:

(a) Recruits to the ranks of the addicts. That is all. No further calculation is necessary.

Let us therefore assume that the number of recruits and the deaths among the old users are about equal; this leaves us with two factors by which to determine the supposed lessened consumption.

As to the persons who have secured successful medical treatment, will the most optimistic statistician assume the number to be an appreciable percentage? We think not. Figure it out.

There are three avenues of treatment; private medical attention, missionary hospitals and the anti-opium Bureau hospitals. The number of addicts seeking private medical treatment, must be small; and it need not be taken into consideration there are not enough native and foreign physicians in all of China, each of them with his hands continually full of opium smokers seeking relief to make any impression on the total number. The missionary hospitals treat perhaps a few thousands annually. The anti-opium Bureau hospital receives a large number of patients, but close investigation shows that the treatment there administered consists in the giving of pills, the basis of which is opium—opium dross, and the "cured patient" goes away in a worse condition than his first—forever to get opium pills or return to his smoking.

This method of treatment in the government hospital is closely associated with the reduction of the factor which we have still left for consideration in determining how to gauge increase or decrease in consumption, viz. the number of addicts who have taken to using substitutes, and it opens a very large field for discussion and an opportunity for enlightening the public on matters which have hitherto been in the dark.

We will admit that this factor may have greatly lessened smoking. There are hundreds of these substitutes on the market—all in pill form. Great and prosperous businesses have been built up from the manufacture and sale of these illicit "remedies" foisted on an ignorant and easily fooled populace. We will, later, if possible, undertake a discussion of them. It is the increasing use of these "remedies," so far as we can see, that substantiates the claims to lessened consumption (in smoke) and which has made possible the much vaunted closing of opium dens and the spectacular destruction of opium utensils recently witnessed in some of the larger cities.

And why all the above? Because a question of dealing with opium addiction is involved, and dry addiction is known to medical science, and with which law-makers, unassisted by medical science, cannot deal.

The consumption of opium in China to-day, either smoked in a pipe or eaten as a "remedy" in disguised form is probably as great as at the time of the original edict. The best that can be said is that, if the enthusiasts can show a reduction in the amount smoked, such reduction may be measured by the amount eaten by deluded fools as "remedies." The consumption of opium will continue to be gauged, not by edicts, or laws, or regulations governing its production and sale, but by the number of addicts who are the most vital part of the whole thing—the consumer himself.

And to bring about such conditions, thinking persons will advocate with Tuan Fang, that Government monopoly is the only thing.

Those opposed to government control urge that a monopoly would fail altogether so long as China can depend so little upon her provincial officials to give effect to her wishes in regard to suppression. They say that the provincial officials have shown themselves unable to carry out the edicts which they are supposed to enforce. Let us modify the accusation and say that they have not done so. It is said that the official who has not provided for the carrying out of edicts cannot be safely trusted to handle the details of a government monopoly of the traffic. We do not admit the soundness of the argument.

Admitting that the intent of the government is sincere and above board, the calling up of the question at all is an effort to rid the country of a demoralizing vice. The ultimate aim of all this agitation is to remove opium consumption from the people.

But the officials have seen that their carrying out the provision of edicts has not brought about this end, nor has it seemed to them, or to anyone else, that there is any good prospect of such result. The reduction of poppy cultivation for a time, the closing of opium dens, has not resulted in any reduction in consumption in the districts under their control. These measures have simply brought about the necessity for bringing into places equal to the stopping of which they have effected. They have found themselves at sea as far as stopping consumption is concerned.

And why? Because (though the officials do not seem to realize it) a question of opium addiction is involved, and just so long as this phase of opium suppression remains unattended to, so long will the officials continue to find themselves crippled at every turn. The individual matter of this addiction must receive the closest attention, and a government monopoly, by its domination of the channels through which the user gets his opium, affords the best means of getting at him.

—CHOW CHING.

JAPAN SUGAR SCANDALS.

VERDICT IN PRELIMINARY EXAMINATION.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

KOWLOON-CANTON RAILWAY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The Committee of the China Association conceived it to be in the public interest to endeavour to dissipate an erroneous impression that Hongkong is being called upon to pay for the Colonial section of the Kowloon-Canton Railway considerably more than the work is worth. The prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimate. From the general tone of these it might almost be assumed that mismanagement had led to the doubling of the legitimate cost of construction.

There appears to be a popular idea that the original estimate was for some 5 million dollars; that the work ought not to have cost much more; but that gradually, owing to a series of blunders, the figure has risen to 12 million. This belief that the cost has been doubled by mismanagement has naturally led to severe criticism being directed against those responsible for the undertaking. I venture to submit that it is not borne out by the full circumstances of the case.

The first important fact to note is that the estimate of 5 million dollars was a mere rough estimate made by Mr. Bruce on his original survey. The line beyond Shatin as planned by him, was a single line throughout, to run along the edge of the Ekokobato Tai. The alignment which he proposed, and on which this rough estimate was based, had subsequently to be altered, because the typhoon of September, 1906, showed the shore edge to be unsafe. That typhoon was a revelation in many ways. It taught several lessons to others besides Railway engineers, and there is no particular blame attaching to anyone for not having foreseen the possibilities of destruction reposing in the sheltered waters of Mui Bay. If we can now see that Mr. Bruce's original alignment was a mistake we ought in fairness to remember, it was at least excusable under the circumstances.

The change in the alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. Bruce, and the boring of three additional tunnels, of which that undertaken at Tai Po is itself a considerable enterprise. It is also important to remember that it was subsequently decided to build all bridge cuttings, and the three additional tunnels, wide enough to admit of a double track being laid, and the necessity for that hereafter arises. Mr. Bruce had not made provision for costly developments of this sort. It was not his business to do so. His business, as described by His Excellency the Governor in the Legislative Council on the 6th February, 1908, was "to make a preliminary survey and to base upon it preliminary estimates." How rough an estimate it was may be gathered from His Excellency's comment upon it in the same speech, "It is difficult to know exactly what Mr. Bruce had calculated at, because 'no drawing, no calculations, and no estimate' and rates were supplied with the estimate." Injustice to Mr. Bruce it should not be forgotten that the first and by far the most important duty which fell upon him was to decide upon the main route of the railway. At one time the Deep Bay route had been recommended. He had to determine which of three different routes should be adopted, and it stands to his credit that his decision on this vital point has been generally admitted to be sound.

The first detailed and authoritative estimate made was that submitted by Mr. Eves in his report dated 4th February, 1908, and laid before the Legislative Council on the 22nd of the same month. If this estimate is compared with that made by Mr. Bruce it will be seen that the increase is mainly due to five factors:—
The estimate for land resumption was increased by \$1,886,038
For earthwork by 729,003
For tunnels by 578,555
For bridges by 620,927
While the expenditure on plant, rolling stock, salaries and ballast (for which Mr. Bruce had made no estimate at all) was estimated by Mr. Eves at \$1,101,647.

Total \$4,306,170
The reasons for the increase in these items have already been alluded to, with the exception of that due to land resumptions in Kowloon, incidental to new and larger ideas of what will be required at the terminus. Over and above this there remains an increase of roundly \$300,000—accounted for by increases under the other subheads. With regard to the difference between Mr. Eves' estimate, dated 4th February, 1908, and his estimate dated the 9th March last, and laid before the Legislative Council at its last meeting, the excess of the latter over the former is just under \$1,100,000. Of this nearly \$2,000,000 is due to increased expenditure on Beacon Hill Tunnel. The net increase on the remaining items, as compared with Mr. Eves' first estimate, is just under \$150,000—not a very formidable sum. One reason for the increased cost of Beacon Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills; and an enormously increased use of explosives.

The fact that the estimates have been exceeded—a common experience in all such undertakings—should not be interpreted to mean that the work could have been executed for less. Unless this can be proved, there is no justification for thinking that the Colony has so far suffered any loss except on paper.

The members of our Committee have no valid reason to suppose that the cost of the actual work done is excessive, and, being so, they protest against the advocacy of the belief that there has been "gross mismanagement" in the construction of the British section of the Kowloon-Canton Railway.—Yours faithfully,

MURRAY STEWART,
Chairman.

Hongkong Branch of The China Association,
Hongkong, 28th May, 1909.

RATIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I have to-day received a cutting from your paper of the 15th February last, and have addressed the enclosed letter to the Secretary of the Sanitary Board, Hongkong, and would ask you kindly to have this letter inserted in your paper. It is altogether too bad that any official should make such a statement which he has absolutely no foundation for making.—Yours faithfully,

THE RATIN LABORATORY,
O. A. FURU,
Manager.

Ratin Bacteriological Laboratory,
London Office,
37, Gracechurch Street, E.C.

(Copy.)

April 15th, 1909.

The Secretary, Sanitary Board,
Hongkong.

Sir,—From the Hongkong Telegraph of February 15th I see a letter from Mr. A. John Gregory, Department of Public Health, Cape Town, addressed to your Board and laid on the table at a recent meeting.

In this letter I find that Mr. Gregory states that the "much-advertised Ratin is useless." As I presume you are paying some attention to the opinions expressed by Mr. Gregory I will ask you kindly to allow my letter on the table and have it read at the meeting and I wish to protest against such opinions being expressed by any official when they have not acted according to the instructions we gave at the time the issue was bought.

Mr. Gregory experimented with a fine Ratin No. 2, which we sent out to the Cape Town Sanitary Board at the request of the London Agents, and we stated at the time that it was not by any means sufficient and I proved my statement by referring them to the results obtained at Tilbury Docks and told them how many times had been applied there to obtain these results. Therefore in my opinion this gentleman has absolutely no foundation for passing any opinion either good or bad on Ratin. Against his remarks I have letters from the following Authorities stating that Ratin has done a great deal of good and that they would strongly recommend its use.

The Minister of Agriculture, Quebec.
The Minister of Public Works, Cairo.
The Governor, Falkland Islands.
The Colonial Secretary, Grenada.
The Surgeon-General, Georgetown, Demerara.
The Medical Officer of Health, Khargpur, who twice tested Ratin on a very extensive scale on behalf of the Bengal-Nagpur Railway.

Besides these we were receiving weekly orders from a number of Tea Plantations, and other great plantations in the West Indies, in Ceylon, in India, and elsewhere, and if it is not enough for these large concerns to send on orders time after time it is certainly the best proof that Ratin is of considerable value.

I hope therefore to hear from you that this letter has been read at your meeting and noted.

Yours faithfully,

THE RATIN LABORATORY,
O. A. FURU,
Manager.

[Enclosure No. 1.]
Bellevue W. 9.

Leipzig Platz 7,
22nd January, 1908.

Ministry for Agriculture, Domains and Forests,
C 8702.

RE CAMPAIGN AGAINST TRICHININAE.

Inquiries concerning the occurrence of trichininae have shown that, in several places within the Government District of Posen, the sale of pork has on several occasions been prohibited because it has been found to be trichininae. These places are:
Zachow, District Adolau.
Zerkow, District Adolau.
Kiewow, District Adolau.
Dembice, District Adolau.
Grabow, District Adolau.
Stralnowo, District Adolau.

In these places an attempt is to be made to suppress trichininae. As trichininae are to be taken in the first place for the extermination of rats, and the campaign is to be undertaken by extensive application of Ratin in order to secure the uniform success of the campaign I consider it desirable that it is undertaken under the direction of an expert, and I suggest for that post the chief of the Bacteriological Institute in Posen, Dr. Raebiger.

I request the Chamber of Agriculture to ascertain whether Dr. Raebiger is prepared to undertake the direction of this campaign.

In order to obtain an estimate of the costs to be incurred, I request to be informed of the price at which Ratin may be obtained; in the district, and what quantities would approximately be required to be employed. It is estimated that in the places mentioned above not a single farmstead is omitted where animals are kept, and that therefore about 460 such places are to be treated with Ratin.

By Order,
(Signed) KUSTAR.

[Enclosure No. 2.]

"The Times," August 21st, 1908.

DESTRUCTION OF RATS AT THE DOCKS.
The enormous number of rats which infest the warehouses and other buildings at the London docks have long been a matter of serious concern to the Port of London Sanitary Authority, and to the dock managers. A heavy financial loss is involved annually by the damage done to goods stored at the docks, while the medical officers and inspectors of the Port have always had before them the danger to the public health from the arrival of rats by vessels from plague-infected ports.

Since the beginning of 1901 the capture and destruction of these rodents in the docks and on ships have been carried out in a systematic manner, and the results have been given each year in a report presented by Dr. Herbert Williams (medical officer of health for the Port of London) to the Port Sanitary Committee of the City Corporation. According to the latest official figures, to December 31st last, 494,433 rats are recorded as having been destroyed since February, 1901. For last year the figures are as follows:—In dock warehouses 15,162, on vessels during voyage 17,921, and on vessels while in dock 17,733, being a total of 32,816.

The means adopted to kill the rats are poison and trap. Although the figures just quoted would appear to represent a considerable success, yet it is understood that Dr. Williams is by no means satisfied with the outcome of the efforts which have been made in this respect. He certainly does not profess to have exterminated the rats at the docks, and so long as practically every fresh vessel entering the port brings its complement, more or less large, of the vermin, there would seem to be little hope of any great diminution in the rat nuisance by the methods so far employed.

Among those engaged in the work of destruction under Dr. Williams' supervision the far more experienced and successful natural increase is scarcely kept down owing to the fact that rats begin breeding very young and have several nests each year. At all events, it is generally admitted that at the present time the docks are overrun with rats to the extent of nearly half a million during the past six years. At Tilbury Dock, however, the rat nuisance has been dealt with during the past few months on new lines. Instead of continuing the services of old-fashioned ratcatchers a contract was made with the Ratin Bacteriological Laboratory, and operations were started by them last March. At that time the dock premises were warned with Ratin, and the damage done to produce in the warehouses was very great. Now, and for a considerable period it is said to be a rare thing for a rat to be seen, and the few observed from time to time about the place are newcomers brought into dock by ships from foreign ports. The dock authorities are understood to have expressed their satisfaction with the results achieved by the Ratin Laboratory. It may be well to explain that Ratin, which is a preparation of

domestic animals, is a preparation that conveys a disease to rats, which is communicated from one to the other, and generally proves fatal in a week to a month. Some rats, it has been found, are immune against the solid Ratin, which is first used, and consequently a stronger preparation, Ratin No. 2, is afterwards employed to kill those which remain. So long as effective steps are not taken by shipowners to destroy the rodents on their vessels it will not be possible to keep the warehouses altogether free from them, whatever measures are taken to kill those at the docks. Only recently a large cage containing a motor-car, while being unloaded at one of the docks, was found to contain a nest of 15 young rats. These were at once killed, but the dock escaped. This is only an illustration of what is constantly occurring, and points to the need of something being done on board ship, as well as at the docks, to destroy the rodents.

With regard to the article in *The Times* advocating co-operation for the extermination of rats, mice, and other vermin, Mr. Furu, the manager of the Ratin Laboratory, states that combined effort for this purpose among farmers is on the increase. A large number of these and similar societies have entered into contracts with the laboratory which he represents for the clearance of specified districts, and he cites, as one of the latest instances of co-operation, the parish of Cobbley, near Chesham. As the investigation of Mr. H. Hubbs, the principal resident, has been carried out, action to destroy the rats throughout the whole parish of 4,000 acres. With this object they have made a contract with the Ratin Laboratory by which every shop, public-house, and other building in the parish is to be entirely freed from rats and Mr. Furu expresses himself as confident of being able to carry out the terms of his contract.

POVERTY AND CRIME.

In the report of Mr. W. D. Barnes, secretary for Chinese Affairs, which we published a few days ago, the statement is made that there has been recently a great increase in the number of secret societies in Singapore and Penang. This confirms not only disclosures which have been made in the police courts, but information which has reached us from various sources during the last four or five months. To a certain extent the opinion expressed by Mr. Barnes as to the nature of these societies is reassuring. They are not political organizations on a large scale under leaders who possess sufficient capacity or definiteness of purpose to make them formidable. For the most part they are mere loose groupings of lawless characters who have found the times rather hard, and have banded themselves together in order that they may enrich themselves by blackmail and robbery. "Gangs of bad characters," Mr. Barnes calls them, and that is the most accurate description. But they are the cause of much of the crime which comes to the knowledge of the authorities, and of how much more that is never revealed but is suffered with the patient acquiescence of Chinese who are not likely to discover the lawlessness of the gangs increases the difficulty of dealing with them. If leaders are arrested, the groups they control temporarily dissolve, but re-form again as soon as other leaders are found with the will and ability to command. They are a menace to the peace and a grave injustice to the law-abiding portion of the community, who go in terror of their lives, and are constantly being deprived of their property by the desperadoes who stop at no violence to gain their ends. In part, no doubt, we owe the prevalence of these secret societies to the influx of Chinese who have come to the island in the hope of the universe provided it can cover itself with a cloak of politics. There have been, and there are in Singapore still, a number of Chinese who call themselves "reformers" to disguise the fact that they are mere bandits on whose heads the Central or Provincial Governments of China have found it necessary to set a price. Such men are gang leaders by instinct and thieves by nature, and it would be a good thing, to treat their political pretensions brusquely and to hand them over to the summary justice of their own countrymen. The true political refugees are not likely to be a man of sufficient character and sense to appreciate the protection our flag affords, and is as careful to avoid giving offence as a well-bred man would be in the house where he happens to be a guest. It is abusing an honourable principle to extend our protection to every sort of vagabond who makes dislike of government of his own country an excuse for crime, and we might have fewer undesirable among our Chinese population if the line were more sharply drawn, and implicit obedience to our laws made a condition of continued toleration of aliens in our midst.

It is a sad state of affairs that a man who is a "reformist" in the eyes of his own countrymen should be a "thief" in the eyes of the law. It is a sad state of affairs that a man who is a "thief" in the eyes of the law should be a "reformist" in the eyes of his own countrymen. It is a sad state of affairs that a man who is a "thief" in the eyes of the law should be a "reformist" in the eyes of his own countrymen. It is a sad state of affairs that a man who is a "thief" in the eyes of the law should be a "reformist" in the eyes of his own countrymen.

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by rigid enforcement of strict laws, and we, self-respecting members of the Chinese community will be grateful to the Government if it makes its influence felt in that way, for they are the greatest enemies from any lawlessness that is allowed to prevail.—*Strait Times*.

S.S. "TRIUMPH" AGROUND.

IN HAIPHONG RIVER.

When the French steamer *Hongkong*, Captain A. Comblanc, of which Messrs. A. R. Mary are the local agents, arrived in port last Wednesday from Haiphong and Hoihow, she made a report to the effect that the s.s. *Triumph* (Messrs. Jones & Co.) was aground in Haiphong River. From an authoritative source, we are able to learn that the steamer went aground on a muddy surface on the 16th inst. She has since refloated.

JAPAN'S INFLUENCE IN CHINA.

Among the many factors that give rise to perplexity in the general outlook in the Far East, few deserve closer attention than the relations of China and Japan to-day. It is hardly too much to say that while the Chinese Government is thoroughly suspicious of Japanese diplomacy, the people have little or no faith in Japan's professions of national friendship. These facts are patent to the casual observer of the latest news, and the Chinese Government is not without cause for a great change in feeling as this thinly disguised antagonism reveals. On the surface it would seem that China is ill-repaying the sacrifices which Japan made and the suffering her people endured in a conflict, the benefits of which accrued, outwardly at least, more directly to China than to Japan herself. A considerable measure of gratitude might well have been looked for by Japan from China; and unless the results then secured have been altogether outweighed by injuries since inflicted, China may be charged with a base ingratitude. It is true that China is not very susceptible to the international benefits which have from time to time been conferred upon her. The traditional sense of antagonism with which she sets out in all questions of foreign relationship still makes her far readier to count the losses than the gains of diplomacy and the anti-foreign sentiment which is her unfortunate heritage still prevents this Government from doing itself justice in international affairs. But the feeling towards Japan existent to-day is not to be classed with China's inherent distaste for foreigners. Her cause must be sought far elsewhere.

When Japan had made complete the tale of her victories over Russia her prestige stood incomparably higher than that of any other nation having dealings with China. It is not too much to say that China was lost in admiration of her prowess and attainments of her former adversary, if she was not indeed ready (without sufficient consideration of the possible results) to place herself in leading-strings to her island neighbour for tuition alike in the arts of war and peace. It was scarcely surprising that Japan should not only have the capacity of political advisers to the provincial officials, and crowded into the existing government schools of this empire to impart information of which they had themselves but an imperfect understanding. There were not wanting far-sighted Japanese who lamented the tendency of their people to take this too ready advantage of the unwisdom of Chinese officialdom. They foresaw the inevitable result and foretold the dangers of disappointment and disillusion. How their anticipations were justified is a matter of recent history, and needs no elaborate argument. A series of diplomatic blunders, such as the use of threatening language to the high officials in Peking; the *Taku* Maru affair; the encroachment of Japan on various pretexts in Manchuria and Korea; these things have filled up the cup of national indignation, until to-day over the length and breadth of China, wherever political affairs are understood the bias is as much against Japan as it was once in her favour. The memory of the high hopes of a few years ago has served only to deepen the feeling of bitterness.

It may be argued that to express the situation bluntly, however undeniable the truth of the description, is no good way to effect a remedy. But even if we could believe, in the present instance, in the "practical" advantage of applying soft words to hard facts, it must be remembered that the position of affairs between China and Japan is fully recognised by some of the wisest minds in the latter country; and that it could not be more harshly represented than it is already in the Chinese native press. For one cause another Japan has not done herself justice in her dealings with this nation. Count Okuma, perhaps the most distinguished publicist in the land, has lamented, in a recent article, the mistakes that have accompanied Japanese policy in China; and to the disinterested observer it cannot but be obvious that Japan's refusal to submit her differences in Manchuria to the arbitration of the Hague Tribunal, is keenly felt in Peking and has placed Japan herself in an invidious light in the eyes of the world at large. In justice to Japan it must be said that the situation in which her governing classes and themselves, in face of the contest between national requirements and national resources, in one of extreme difficulty; and that the undesirable effects of a successful war, as manifested by the irresponsible classes of the Japanese nation, cannot be brought into control in three or four years. More than this it may be admitted, that if Japan has met with irritating obstacles in dealing with China, she is not the only nation to have a similar experience. Put the moral of such reflections is surely that when two parties find themselves in dispute, it is always easier for the stronger of the two to give way. From a purely business point of view there is nothing to be gained by exercising China's animosity. There are certainly manifold advantages to be reaped in cultivating her friendship and confidence, not the least of which, perhaps, would be the beneficial effect that the re-establishment of international goodwill will exert on Japan's position in the eyes of other nations.—*N. C. D. News*.

It appears from native reports that orders were given some time ago by the Viceroy at Tientsin to the salt compiler to organise a Blind School in the province. It is now proposed that an experimental institution should be formed at Tangchow on the model of the Blind Schools in Japan. A provision of £12,500 has been made from government funds for this object and competent instructors have been engaged. The course will comprise knitting, music, singing, furniture-making, reading and dictation. Some thirty or more pupils have been enrolled and a report has been submitted to the Viceroy.

THE MACAO BOUNDARY.

DIVERGENCE OF TREATY INTERPRETATION.

Under date, Shanghai, 5th May, "A Portuguese" writes in the *N. C. D. News*:—"After writing my previous letter regarding the delimitation of the Macao boundary, I came across the following news, which is another proof that China's mind is being troubled by the Luo-Chinese Treaty."

"It is reported that the Waiwopu has found that there are differences in wording between the foreign text and the Chinese of the Sino-Portuguese Treaty and has asked Chang Chih-tung about it (as Chang Chih-tung concluded the treaty in 1888, while he was the Viceroy at Canton)."

This is a political puzzle that I am sure very few people, among those who pay their attention to the Macao Boundary Question, can unravel, as the public has yet to learn that there exists a Sino-Portuguese Treaty concluded by Chang Chih-tung in 1888 at Canton. There may be some secret pact a thing most improbable, or a convention of a restricted character, but we look in vain for a treaty as mentioned above.

The allegation, therefore, falls to the ground for want of support. The report, however, may refer to the Luo-Chinese Treaty signed at Peking on December 11, 1887, by Senhor Thomaz de Sousa Rosa, on the part of Portugal, and by Prince Ching and Sun-tsun, on the part of China. But no dispute of the nature mentioned, could have arisen out of this treaty, which is written in three languages—Portuguese, Chinese and English, with a proviso whereby, to all intents and purposes, it is as if written in one language only, English. Its Art. LIII reads:—

"In order to prevent for the future any discussions, and considering that the English language, among all foreign languages, is the most generally known in China, this Treaty, with the convention appended to it, is written in Portuguese, Chinese and English, and signed in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubts that may have arisen."

The inference to be drawn from the reason given cannot be other, than that, in this case also, the allegation is doomed to failure. I observe that the Macao Boundary Question is now to be decided at Peking between the Waiwopu and the Portuguese Minister. This is welcome news, as, free from local influence, we may expect a satisfactory arrangement being come to by the two Governments interested in this momentous question.

WEIHAWEI.

At the present moment the Chinese appear very anxious to again possess Weihaiwei as a naval station, and when we take into consideration that Port Arthur is occupied by Japan and Tientsin by Germany, the only two harbours of any consequence, or in any way fit for naval stations, there is no wonder that China should desire the retrocession of Weihaiwei.

This place was leased to Great Britain by a convention signed at Peking on the 1st July, 1898. The town of Weihaiwei is situated on a bay somewhere about eighteen miles in circumference. It is, as is well known, on the Shan-tung promontory about thirty-five miles east of Choofoo and opposite Port Arthur. The harbour is well sheltered and could accommodate a large fleet. In front of the bay is the island of Lin Kung, 50 feet high, which shelters it and the harbour is easy of access. It has two entrances, one on the west and the other on the east side of Lin Kung, which also allows of departure without any wind. A narrow strait on a hill on the west shore. The water entrance, although much narrower than the other has the deepest water. Lin Kung and all other islands on the north side of the bay, together with a belt of land ten miles wide along the entire coast line of the bay, passed under British jurisdiction. The entire area is 225 square miles and the Chinese population is about 150,000, while the hinterland over which Britain hold military rights has an area of 1,500 square miles. It is capable of being well fortified, and could be made an excellent naval station. According to the native papers China is again negotiating with the British Government to get possession of this bay, and it is said that Great Britain is willing to restore Weihaiwei to China if she will pay for the improvements made by Great Britain, and for the buildings, etc., erected thereon. But China does not seem willing to pay the amount asked. However, according to the latest cablegram, the Grand Councilors and Naval Commissioners at Peking have requested the Viceroy and Governors of the different provinces to try and raise the amount asked by Great Britain. Whether there is any truth in the native telegrams, whether they are a *billions* of dollars remains to be seen. If China is to have a navy she is certainly in want of a naval port in North China, and as Weihaiwei is the only port that is now available, her anxiety to come to terms as quickly as possible with Great Britain can be easily understood.—*Shanghai Mercury*.

JAVA OPIUM REGIE.

"DOON AND A BLESSING TO THE PEOPLE."

CONCLUSIONS OF EXPERTS IN HOLLAND.

A lecture delivered before a scientific society in Holland, the other day, gives up-to-date particulars regarding the working of the Opium Regie in Java. Under it, there is less smuggling than under the old farming system, and the revenue is almost as large as the rent drawn from the farmers. The people are freed from the tyranny of the farmers, with whom it was a common thing to shrink from nothing in order to push on sales of the drug. In other words the doing away with the farming system has proved to be a blessing to the people. Under the Regie, opium consumption is so far controlled that the quantity of the drug sold steadily falls off. The Government now gets all the profits formerly enjoyed by the farmers. The revenue from opium comes to about sixteen millions of guilders, of which three millions go for cost of collection. The Regie continually raises the selling price of the drug so that smuggling is brought to a minimum—in some districts the rise reaches thirty to forty per cent. The rise is gradual and tends to limit the consumption, so that profit out of the Regie comes to be a tax on a luxury. Such a system is preferable to total prohibition, which would be an intractable problem, and the prohibition of gin in Holland. Prohibition would simply encourage smuggling to meet the demand for the drug. Another advantage of the Regie is that it supplies smokers with the pure article. The farmers used to mix opium and lime juice with the opium in order to increase sales. The Government has no wish to extend the use of the drug. To limit it, the licensing of smokers has been resorted to in some parts of East Sumatra and in Borneo. The experts, who discussed the subject, came to the conclusion that the opium problem in Java is so worse than the drinking of gin in Holland.

MOTION FOR LEAVE TO APPEAL.

MR. JUSTICE GOMPERTZ'S RECENT DECISION QUESTIONED.

Last Thursday forenoon, in the Supreme Court, before the Chief Justice (Sir Francis Pigott) and the Puisne Judge (Mr. H. J. Gomperz) Mr. M. W. Slade, with whom was Mr. F. X. d'Almeida e Castro, applied for leave to appeal from a recent decision of the Puisne Judge, given in favour of the defendants, in the action brought by a curio dealer named Chan Kwan Shan, of 24, Queen's Road Central, against the Po On firm, 219, Queen's Road West, and its managing partner, Ng Ching Yuen, to recover the sum of \$200, which was alleged to have been deposited with a man named Chan Yik Kwong by the plaintiff, at the request of the defendants—money to purchase a passage ticket to America for the man Chan Sun.

The grounds given in the application were that the judge's decision was wrong both in point of fact and in law. In this case, readers will recollect, a San Wai farmer named Chan Sun came to Hongkong some weeks ago, with the intention of proceeding to California, when he was to meet his two brothers, who, it was alleged, had arranged for his landing at San Francisco. The farmer and Chan Yik Kwong, a ship by the name named Chan Yik Kwong, accused himself and left shortly afterwards. The unfortunate farmer was taken as far as Shanghai with no passage ticket. There he left the vessel, and returned here. The plaintiff, who, it is asserted, had guaranteed with the defendant firm the farmer's passage, took proceedings, and as already stated won his case.

Mr. Slade stated that he did not suggest that the case should be tried *de novo*. There should be an argument on the point of law. After stating the alleged facts of the case, Mr. Slade stated that the other side's point in the case was that the chop on the alleged guarantee was not of the impression of the chop used by the defendants.

The Puisne Judge—Quite so. There was no suggestion about that. Mr. Slade observed that the firm's chop was seized by order of the Court, and they had no chance to substitute them. It was stated at the time that the chop was put on by an outsider, who alleged that he was a partner in the defendant firm. There were two inferences to be drawn from this: (1) that he was a partner, or (2) holding himself out as a partner. If the latter was correct then the facts proved would make him personally liable, and not the firm.

The Puisne Judge—Is there anyone on the other side? Mr. Slade—No. This is an *ex parte* action. Continuing, he stated that the only thing to do was to argue on the question of law which arose in the Judge's notes of the case, and the next matter was the question of the alleged guarantee. Leave to appeal was granted.

NEW CHINESE BANK.

LARGE BRANCH TO BE OPENED SHORTLY IN SINGAPORE.

Some time ago, a scheme was formulated at Shanghai for establishing a Chinese Bank, with agencies abroad where large Chinese communities exist. The idea was suggested owing to the difficulties Chinese encounter in dealing with foreign banks. This last year, under the disadvantage of ignorance of Chinese methods of financing, last year, delegates from Shanghai visited Java to win over the Chinese there to follow the new lead. The ground having been prepared, a promoter of the scheme arrived at Batavia towards the end of last month, with the intention of finding subscribers for shares in the proposed bank among the Chinese community. A representative of the *Jawa Bode* interviewed the promoter. The latter assured him that the head office of the bank would be opened at Shanghai towards the end of this year, and that the other half is in reserve to be later when ever required, the agencies in Australia and America having the first claim. The shares are priced low so that they will be within the reach of all classes of Chinese. The proposed allotment is: 2 millions of taels at Shanghai, 1 million at Hongkong, 2 millions at Singapore, 1 million at Manila, one million at Rangoon, one million at Sourabaya, and 1 million at Batavia and at Macassar. The balance of the half-capital is expected to be placed in China.—*Strait Times*.

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IMPORTANT DECISION OF THE
PUISNE JUDGE.

... to say that the draft was payable to
an Lee Chan and Co. in English, and had
a ~~endorsement~~ been in English in the terms
of the draft.

Here's a haul of opium!" He had no idea
at the bags picked up by the "Fiji" con-
tained tons of opium.

waterborne \$5,200.00
nonwaterborne
taken off for
depreciation

quant in his office of director or agent; but
 ting at the desired amendment, we have
 ously stated at all except the fact that there
 been a loss in the sale of some shares, and
 it is generally stated that the defendant is

Kwan Tsun Shan	500
Cheong Shing (goldsmiths)...	200
Wieg Tung Kut	200
	514,500

On the 17th instant, a man named Kwong
ng Kai was knocked down by a train which
proceeding to Fatsan from Shuk Wai
ng. The unfortunate man sustained a
fracture in the head and was killed instant-
ly. Several other men were also injured.

11-12-1964

ng Kai was knocked down by a train which
proceeding to Fatsan from Shuk Wal
ng. The unfortunate man sustained a
fracture in the head and was killed instan-
taneously. Several others were also more or

less injured by coming into contact with the passing train. The father of the deceased has now submitted a petition to the officials to the effect that the conductor of the train was to blame for his gross carelessness.

19th May.

LIEUTENANT TARTAR GENERAL.

The Canton officials have received a telegram from Shanghai advising that the newly-appointed Canton Consul, Lieutenant Tartar General Chuan Lo, left Shanghai on the 16th instant by the gunboat *Chun On* for the southern capital to take up his appointment and is expected to arrive here about the 20th instant. The officials have sent a weiyuan to Hongkong to meet the expected official.

FORMIDABLE FLOOD FIGURES.

Judging from the reports to the Canton Viceroy from the officials of the various flooded districts along the West River it appears that there are at present 40,000 sufferers in the district of Samah, 15,000 in See Wui, 20,000 in Kwong Ning, 18,000 in Ching Yuen, and about 10,000 in each of the districts of Yung Tak, Fa Yuen, Hoi Kin and Ko Yin.

MORE RICE FOR SUFFERERS.

By order of the Viceroy, the Board of Reorganisation has appropriated a sum of \$10,000 from the official funds for the purchase of rice to be sent to the devastated districts for distribution to the sufferers.

The Central Relief Committee yesterday sent the 8th emissary with a quantity of rice to the district of Ching Yuen to relieve the flood sufferers there.

A STREET OBSTRUCTION.

When H.E. ex-Viceroy Chow Fu was in Canton, he ordered that all large sign-boards hanging in the streets in the City of Canton to be removed, as they were a source of obstruction to pedestrians. The shop-people, however, have again put up their sign-boards. The Canton Taoist of Constabulary has now renewed the order that all large sign-boards should be removed within a period of ten days.

PROPOSED DEVELOPMENT OF TAI-SHA-TAU.
The City of Canton is now so densely populated that H.E. Viceroy Chang Jen Chun proposes to develop Tai-sha-tau, where the new bund has been completed, to enable pedestrians to walk through from the Canton-Samah Railway station to the wharf. When ex-Viceroy Shum was here, he had contemplated turning the place into a trade centre. But before the proposed scheme was actually given any consideration, H.E. Shum was transferred. The question has since been left in abeyance. Tai-sha-tau is a large piece of unoccupied land, close to the terminal station of the Canton-Kowloon Railway (Chinese section) and the Canton City, and there is every reason to expect that Tai-sha-tau will be flourishing and prosperous in case it is successfully developed. H.E. Viceroy Chang Jen Chun has instructed the Taoist for the Development of Native Industries to take the matter in hand.

20th May.

OFFICIAL CHANGES.

The Taoist of the prefectures of Yunnan and Linchow (Kung Sun Nam) formerly secretary to H.E. the Viceroy and Acting Provincial Judge in Canton, who is a very popular and energetic official, has now been appointed to the province of Yunnan as Taoist of the Ho-Kwong prefectures by the Imperial Decree of the 17th instant, and Taoist Yik Shun Tieg has been appointed to succeed Taoist Kung.

MINISTER TO BELGIUM.

The newly-appointed Chinese Minister to Belgium, H.E. Yang Shu, will start for the North on the 25th instant and is at present taking leave of his various colleagues. [The appointment of Taoist Yang is the subject of a telegram appearing elsewhere.—Ed., H.K.T.]

WELL-MERITED PUNISHMENT.

The two prisoners Wong Ah Chung and Fok Ah Sum, who committed robbery with violence in a gunnery in Faishan a short time ago and murdered four persons who were on the premises at the time, were yesterday sentenced to death by the Provincial Judge and shortly afterwards beheaded.

SAD ACCIDENT AT SEA.

A few days ago, a sampan with two foreign engineers, one native student engineer, a number of guards and several telephone operators was captured by the wash from the propeller of a passing launch in Yung Tak. The student, one of the guards and two of the telephone operators were drowned as a result of the accident, the others being rescued. The dead body of the student has since been recovered, but there are no traces of the remaining corpses.

NIGHT PATROLS.

The Taoist of Constabulary has issued a proclamation with instructions to the citizens of Canton that all the streets and lanes should be well lighted every night in order to facilitate the work of the police in doing their night patrols.

LOSS OF A STEAM-LAUNCH.

In the early hours of the 18th instant, a fire broke out on board the steam-launch *Petrel*, of the Canton-Kowloon Railway (Chinese section). The vessel was considerably damaged and later sank in the vicinity of Connaught steps.

BRIGANTINE WRECKED.

TERRIBLE FLIGHT OF CREW FROM THE BRIGANTINE.
The native crew who were rescued by the *Reiguti* off Sabang and brought to Colombo on 4th inst., were produced before Mr. F. J. Smith, the receiver of wrecks, on 6th inst., who held an inquiry. The statements of the tidal and the owner of the brigantine *Bertha* and one of the crew were taken. It transpired that the brigantine, which was originally the property of a Frenchman, was bought by one Noursiet Laffont, of Nagasaki, who used it for transport purposes. On the present voyage from Kuala Lumpur a cargo of sawn timber was carried. There were three hands on board and two passengers, a man and a woman, besides an infant. One month and sixteen days after leaving Kuala Lumpur it was noticed that the vessel was leaking. For ten days the crew kept pumping the water out, but in spite of all their efforts the water gained on them. The cargo pumps were kept constantly working till the *Reiguti* was sighted. Immediately a flag of distress was hoisted, which attracted the steamer. There were five feet of water in the hold at the time, and the men exhausted with constant work were in despair when the steamer was sighted. The boat was lowered and all the hands were taken aboard the steamer, and the brigantine with everything on board was then abandoned.

FORMAL invitations have been issued by the Chambers of Commerce on the Pacific Coast to the Tokyo, Yokohama, Kyoto, Osaka, and Kobe Chamber of Commerce, asking their members to visit America. These invitations were received a few days ago by the Foreign Office and were immediately conveyed to the recipients. This is in answer to the hospitable invitation of the American business-men who visited Japan last year on the invitation of the Chamber of Commerce.

COMMERCIAL.

WEEKLY SHARE REPORTS.

Messrs. Erich Georg & Co. write in their Weekly Share List at noon, last Saturday, as follows:—
During the week under review, our market has ruled very firm for most stocks, and in some cases a further advance in rates has been established. The sterling demand rate of exchange on London closes at 9.9/10d., while rates on Shanghai are 11s. 7 1/2d. for three days' sight Private Draft, Bar-silver in London is quoted 24 1/2d., and Consols 28 1/2d. The rates of discount in London are unchanged.

Bank Shares.—Hongkong and Shanghai Bank, the early part of the week at 54 1/2d., but later on 55 1/2d. has been paid, and more shares are wanted. The London rate is 28 1/2d. od. National Bank has declined at 51.

Marine Insurance Shares.—Unions, sold in fair quantities at \$30 to \$34 and more shares could probably be placed. Cantonians sold at \$10 to \$10 1/2, and have sellers at latter rate. Other stocks under this heading are unchanged and without sale.

Fire Insurance Shares.—Hongkong, after sales at 33 1/2, jumped to 34 1/2, at which rate sales have been made and further shares could be placed. Chinese changed hands at 107, and are wanted now at 110.

Shipping Shares.—Hongkong, Canton and Macao Steamships changed owners at 53 1/2, but a few more shares are obtainable. Indo-China has been done to the North in fair quantities at 57; the Shanghai rate is 11s. 6d., while London quotes 24 1/2d. od. for preference and 23 1/2d. od. for deferred shares. China and Manila as well as Douglas, are unchanged. Old Star Ferries sold at 54 and 55, but further buyers are scarce. The latter can be placed at 51. Small Transports are wanted at 60s. for better shares. The London rate is 6s. 6d. for new shares. Union Waterboats sold and have buyers at 110.

Refineries.—China Sugars sold at 53 1/2 to 54, and are wanted at latter figure. Luxons are weak with sellers at 56.

Mining Shares.—Charbonnages are unchanged. Rauby, owing to favourable advice from the mine, have been done at rising rates, from 88 up to 110 having been paid; they close quarter with sellers at 97, and no buyers over 97. Chinese Engineering and Mining Company's shares are easier in the North, with no buyers over 11s. 1/2; the total output of the Company's three mines for the week ended 24th ultimo, amounted to 29,228 tons of coal, and the sales during the same period to 27,778 tons, while for the week ended 1st instant, the returns are 30,216 and 25,518 tons respectively.

Docks, Wharves, Godowns, &c.—The price of Hongkong and Whampoa Docks has been melting away further, and there are now sellers at 50. Hongkong and Whampoa Wharves sold at 57 1/2 to 59, which latter figure they are on offer. Shanghai and Hongkong Wharves, after rising to 11s. 17 1/2, have sellers in the North at 11s. 17. Other stocks under this heading are unchanged.

Land, Hotels and Buildings.—Hongkong Lands are in demand at 110. Old Hotels leached 57, while the new issue is offering at 52. Humphreys' Estates sold and have buyers at 59. Shanghai Lands are quoted 11s. 12. Other stocks under this heading are unchanged.

Cotton Mills.—Shanghai quotations are the same as given. Hongkong Cottons have been negotiated at 83.

Sundry Manufacturing Companies.—A fairly large business has been transacted in China Light and Power shares, from 55 1/2 up to 56 1/2 having been paid, the market closing with a few shares offering at 56. Hongkong Electric sold and have further buyers at 118 1/2. Green Island Cements fetched 83 1/2, but more shares are on offer. In other stocks under this heading nothing has transpired, and rates are the same as given last.

Miscellaneous.—Campbell, Moore & Co.'s shares sold at 51. China Bonds at 51, and China Providents at 54. Old Peak Tramways have sellers at 54, while some business has been done in the new issue at 54. Luogats have receded in the North to 11s. 11 1/2; the following telegraphic information, dated the 1st instant, has been received from the Sumatra district and manager in Langkat: "Daily aggregate output of crude petroleum 92,000 gallons; crude petroleum in tanks at date 310,000 gallons; kerosene made since the date of the preceding half-monthly telegram 100,000 cases; kerosene shipped since 71,000 cases; and kerosene in stock at refinery at date 86,000 cases."

Watsons changed hands at 59. Wm. Powells have inquiries at 53, and Weissmanns at 35. In other stocks under this heading there is no change to report, and no sales have been made public.

Reviewing the share business for the week. Messrs. E. S. Kadoorie & Co. write yesterday afternoon:—
The market continues firm, but only a moderate business has been done during the week.

Banks.—Hongkong and Shanghai Banks have ruled very strong and the price has further risen to 55. The London rate has also improved to 9.9d.

Marine Insurances.—Cantonians can probably be placed at 107 1/2. North China are in demand at 11s. 10d. Unions are steady at 34 1/2. Yangtzes are inquired for at 22 1/2.

Fire Insurances.—China Fires are firmer and have inquiries at 109. Sales of Hongkong Fires have been effected at 115, and there are more buyers.

Shipping.—China and Manila and Douglas are selected at quotations. Hongkong, Canton and Macao Steamships are again wanted at 53 1/2 after sales at 53 1/2. Small Transports are in request at 50. Indo-China have weakened considerably, and according to latest information from Shanghai the price there is 11s. 5 1/2 and we are quoting them here at 11s. 5 1/2 and 11s. 5 1/2.

Refineries.—China Sugars have been in request, but sellers are scarce. A few shares have changed hands at 114. Luxons are unchanged. Bank Sugars have improved to 11s. 200, at which rate they can be placed.

Mining.—Chinese Engineering and Mining Company is in the North at 11s. 17 1/2. Rauby have strengthened to 88 and have further buyers; after sales at the rate.

Docks, Wharves, and Godowns.—Kowloon Wharves have changed hands again at 58 1/2 and close fairly firm at this rate. Whampoa Docks have dropped to 53 1/2 but buyers prevail at the rate. Small Docks have declined to 51 1/2. Hong Kong Wharves are easier and offering at 11s. 17 1/2.

Land, Hotels and Buildings.—In the North Anglo-French Lands are wanted at 11s. 10 1/2, and Central Stores at 51. Hongkong Hotels can be had at 57 for the old shares, or new issue, and 52 for the new issue. Humphreys' Estates are firm and inquired for at 59. Hong Kong Lands can be placed at the improved rate of 11s.

Cotton Mills.—Hongkong Cottons have been sold at 83. Luxons are weaker and offering at 56. According to latest mail advice to the bank, changes in other Northern Mills are as follows:—Internationals 11s. 9d.; Lau Kong Mills 11s. 11d.; Soy Chee 11s. 40d.

Miscellaneous.—There are buyers of China Bonds at 51. China Providents have been sold, and are wanted at 54. Daily Firms are offering at 54 1/2. Hongkong Electric is firmer and have buyers at 118 1/2. Small sales of Green Island Cements have taken place at 83 1/2, and more are offering at the rate. There are sellers of William Powells at 54. Peak Tramways are steady at 54 for the old and 52 for the new shares. The report of the directors of this Company for the year ending 30th April, 1900 just issued to shareholders, shows a balance, available of appropriation of \$34,187 to include \$7,471.65 brought forward from last account. It is recommended that a dividend of 8 per cent. (80 cents on old shares and 80 cents on new shares) be paid to shareholders, absorbing altogether \$14,000, that \$1,083.70 be written off rolling stock, that \$15,000 be placed in reserve fund and that the balance of \$7,200.65 be carried to a new profit and loss account. Luogats have dropped to 11s. 1 1/2, but buyers prevail. Sumatras are in demand at 11s. 13 1/2.

Exchange.—The Bank's selling rate on London is 19 1/2 on demand. The T/T rate on Shanghai is 24 1/2.

Forward Statements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for forward Settlements:—
May Settlement, 31st May.
June " 20th June.
July " 30th July.
August " 30th August.
September " 29th September.
October " 29th October.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their freight circular of 15th inst.:—
The freight market has remained in much the same position as last reported, though owing to scarcity of tonnage, actual chartering has been confined to a somewhat smaller compass than during the preceding fortnight.

Business from Saigon to this has continued devoid of animation, "liners" being sufficient to handle the few cargoes offering. As, however, at time of writing the local rice market shows signs of improvement, outside tonnage is sure to be wanted before long.

There has been renewed chartering from Saigon to the Philippines on a basis of 24/7 cents according to quantity. Several further orders remain on the market and will be difficult to fill, as the South is at present practically bare of suitable small-sized vessels.

From Saigon to Java light inquiry has been showing, for forward dates, but owners' and charterers' ideas proved too widely different to allow of business resulting.

Ilolo has had the first sugar shipments of the season to North China ports, two steamers having been taken up at fair rates. Further chartering transactions seem probable, as the new crop is described in an excellent one.

The recent feverish activity from Yangtze ports has slightly abated, still there are sufficient stocks of rice left to warrant the further employment of "outside" tonnage, in addition to "liners." Several steamers have been time-chartered up North, and quite a number are being employed there triwise in the salt trade, securing profitable rates of freight.

From Newchwang to Canton another fixture has taken place at 30 cents for usual port cargo. Exporters of beans at Newchwang and Tientsin have during the last few days materially raised their prices, and in consequence chartering has temporarily come to a standstill.

Coal freights from Japan ports continue to rule firm with more demand for tonnage. Fixtures reported to Hongkong at 2 and 2 1/2, and to Canton at 3. Hoogay to Chinkiang has a settlement at 12 1/2.

Sail Tonnage London or to Load.—For Baltimore and New York.—Brit. bank *Alcedo*, 2,942 tons net reg., arrived May 2nd. Last departure of Sallen.—None.

TO-DAY'S EXCHANGE.

Selling.		
London—Bank T.T.	109 1/2	
Do. demand	109 1/2	
Do. 4 months' sight	109 1/2	
France—Bank T.T.	234	
America—Bank T.T.	45 1/2	
Germany—Bank T.T.	18 1/2	
India T.T.	134	
Do. demand	134	
Shanghai—Bank T.T.	74 1/2	
Siugapore—Bank T.T. per H.K.	100 1/2	
Japan—Bank T.T.	20 1/2	
Java—Bank T.T.	107 1/2	
Buying.		
4 months' sight L/O	109 1/2	
6 months' sight L/O	109 1/2	
30 days' sight San Francisco & New York	44 1/2	
4 months' sight do.	45 1/2	
30 days' sight Sydney & Melbourne	19 1/2	
4 months' sight France	234 1/2	
6 months' sight do.	234 1/2	
4 months' sight Germany	18 1/2	
Bar Silver	54 1/2	
Bank of England rate	24 1/2	
Sovereign	11 1/2	

LOCAL AND GENERAL.

THE hearing of the prosecutions in connection with the Japan Sugar scandals, will open on the 25th instant.

FRANCE Pa Lun has asked the Grand Council to arrange for a meeting to discuss the opening of the Senate in Peking.

FIFTY dollars was the penalty Ma Ying Pin, of 172, Queen's Road Central, had to pay for selling poison without a licence.

SIX Claude Macdonald, British Minister at Tokio, will leave Tokio on the 22nd instant for Home via Siberia, on a furlough.

THE Yuchuanpu has decided to raise, 11s. 5,000,000 this year to build the Loyang Tang-kuan Railway in Honan province.

SIX Claude Macdonald, the British Ambassador, called on Prince Ho, Resident General in Korea, on 13th inst., and remained for luncheon.

VICEROY TUNG FANG, at Nanking, has memorialised the Throne on the improvement he intends to effect on the Chinese waterworks in the Shanghai City.

At a meeting of the directors of Messrs. Weeks & Co., Ltd., it was decided to recommend the payment of a final dividend of 6 per cent. for the year ended February 28, 1900.

THE Ministry of Agriculture, Industry and Commerce intend to add to its programme of reform measures the holding of a national exhibition in China in the 4th year of Hsuan Tong.

THE Prince Regent's annual allowance of 10 T. 150,000 has been received by the Imperial Household Department from the Ministry of Finance and transmitted to the Regent's establishment.

A NUMBER of shopkeepers, who were found guilty at the Magistrate's last Tuesday of giving unauthorised receipts to customers for sums over the 50c mark, contributed very nearly \$275 to the Government fund for the offence.

H. R. H. Prince Fushimi left Mukden by the evening train on 10 inst. for Kwangchowgung.

THE Government intends to send Prince Tai Chien to Japan to express thanks for Prince Fushimi's attendance at the funeral.

THE students of the Tokio Higher Commercial School held a grand meeting on 11th inst. and unanimously decided to leave the school at once.

NO WAH, a business man, was in the Police Court, last Monday, fined \$5 for driving a stake into the roadway at Kennedy Town on Sunday in order to anchor his craft.

SAPPER William Ascott charged a ricksha coolie in the Police Court last Monday, with refusing to complete a journey, while under engagement. The coolie was fined \$4.

THE Ministry of War has bought nineteen Krupp guns from Germany, which have been transported on the Siberian Railway to Kwangchowgung and are being taken to Peking.

THE Chinese Government has telegraphed orders to the provincial authorities to ascertain the number of foreigners who occupy branch insurance offices and dispensaries in treaty ports.

THIRTY-three deportees were held in the Colony last Monday from the Silesia Settlement, by the steamer *Kulung*. Detective-sergeant Gao Watt took charge of the gang and landed the men at Kowloon, where steps are being taken to transfer them to "pastures new."

MR. O. G. Foiler, Portuguese Consul-General, and Madame Potter left Shanghai on 15th inst. for Home, on long leave. During the six years that Mr. Potter has held office in Shanghai he has made many friends, and has earned general respect by careful attention to his arduous duties.

THE Prince Regent has instructed H. E. Hui Liang, Viceroy of Manchuria, to pay special attention to river defence and land reclamation after his arrival in Mukden to take up office. He also desires him to be peaceful in dealing with foreign affairs and to try not to err on the side of weakness or violence.

A PICKPOCKET, Chan Ng, was convicted in the Police Court last Tuesday. Chan was found guilty of stealing a leather purse, which contained \$5 in cash, from Tam U Ming, a clerk, of 33, Connaught Road Central, in Queen's Road, on Monday. Sentence of six weeks' hard labour and six hours' stocks was passed.

THERE was only one case set down on the calendar for the May Criminal Sessions which opened in the Supreme Court, last Tuesday, the Chief Justice presiding. The defendant in that case was a gunner of the R.G.A., by name Scarr, and he was sent to gaol for two years, with hard labour, for committing an offence contrary to the provisions of the R.G.A. Act.

DR. Wm. Peirre, of the Sanitary Board, brought a charge against eleven men, in the Police Court, last Tuesday, of trespassing on a message, to wit, 24, 26, 28 and 30, Chatham Road, Hsichang, the same being vested under the control of the Sanitary Department, without permission. The defendants pleaded guilty to the charge, and were fined \$5 each.

DRIVING a truck in a negligent manner along Des Voeux Road West last Monday and knocking down a coolie, causing injury to his feet, were the charges preferred against Hung Fuk, a washerman, in the Police Court, on Tuesday. After evidence was heard the charge of negligence was withdrawn; but defendant was ordered to pay the coolie \$3 as "medicine money."

THE Prince Regent has told H. E. Grand Councillor Ching Chih-tung that compulsory education is an important factor in constitutional reforms, and no delay should be made in enforcing it on any plea of local conditions or necessities. H. E. Chang has, therefore, ordered the provinces to re-report on a fixed line in which they can enforce a compulsory educational system.

IN the Police Court, last Tuesday, Ng Siu Wing, an unemployed seaman, and a married woman named Lee Kwan were charged with kidnaping. Defendants were alleged to have stolen a 10-year-old child from the interior, some days ago, they brought the boy to Hong Kong, and so it happened, were about to dispose of him, when the police were called on the scene. The case was adjourned for a week for evidence.

TWO months' hard labour was the sentence imposed on an unemployed barber named Chan Sang, who was charged in the Police Court, last Tuesday, with attempting to steal a gold hair-pin from a Chinese woman in Queen's Road Central, on Monday. Chan followed the woman for some distance, and when he thought the coast was clear, made a grab for the ornament. He failed, however, and was seized by a number of pedestrians.

THE trial of the six coolies who were charged with unlawfully bringing two women into the Colony, one of whom (Lau Fok) it will be remembered, jumped into the harbour in order to avoid her imprisoners and was drowned, concluded in the Police Court, last Thursday afternoon, before Mr. J. H. Kemp. His Worship fined the first man \$100, or three months' hard labour. The others were discharged. Inspector Gounley conducted the case for the police.

TWO foreigners, John Machado and A. Johnson, alias Castro, were charged in the Police Court, last Thursday, with the alleged larceny of a bicycle, valued at \$35, the property of N. M. Arab, a cycle dealer of 3, Arsenal Street. It was asserted that the defendants hired the machine from complainant on the 9th instant, and were not seen again until they were secured by the police. It was then learnt that they had sold the bicycle to a man at Yau-ma-tei. They pleaded not guilty to the charge, and were remanded.

A NEW issue of Philippine stamps has been issued by the Treasury Bureau at Washington. D. C. The denominations are the same as those formerly used but a change in the coloring has been made as follows: Two centavos, deep yellow-green; four centavos, carmine; six centavos, purple; eight centavos, light brown; 10 centavos, dark blue; 12 centavos, red orange; 15 centavos, olive green; 20 centavos, yellow; 25 centavos, blue green; 30 centavos, light ultramarine; 40 centavos, special delivery, green.

LOI CHUI, unemployed, who has been recognised as returning from banishment, was arrested at an early hour this morning (18th inst.) on a charge of alleged burglary. At about 1.30 a.m., he forced an entrance into a house at 10, Des Voeux Road West, and paroled a blanket and \$4 in cash. He was about to leave the premises with the property, when the master awoke, and seized him. LOI appeared later in the Police Court. He pleaded guilty to the charge, and was sentenced to 12 months' imprisonment, with hard labour, but denied the burglary charge. He was ordered to be remanded.

THREE months' hard labour and three hours' stocks were awarded a coolie named Wong Chiu Fuk for stealing 2 1/2 lbs. of gold.

FOR assaulting and resisting a European constable while on duty in Connaught Road Central, a coolie was fined \$5 in the Police Court last Saturday.

IT is notified that Monday, the 22nd instant, will be observed as public and a Bank Holiday, under the provisions of the Victoria Day Ordinance, 1903.

An application has been made to the Ministry of Agriculture, Industry and Commerce by a Chinese merchant for permission to start gas-works in Peking.

MARQUIS Ito has addressed a letter to the Waiwupou on constitution in China and advises her to model her constitution on the systems of Germany and Austria.

MR. D. W. Trainor will act as Assistant District Officer, Police Magistrate, and Acting Land Officer for the Northern District of the New Territories, with effect from 15th inst.

NAGOYA is to have a splendid hall for gala dances shortly. The cost of the building alone is estimated at ¥100,000, while an additional ¥30,000 will be expended on decorations and fittings.

HIS Excellency the Governor has been pleased to appoint Mr. P. J. J. Woodhouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 15th inst.

ALTHOUGH there are hundred and two decorations of the Order of the Double Dragon have been conferred on the Special Envoys to the late Emperor's funeral and their staffs by the Emperor of China.

TWO coolies and a farmer travelled on board the s.s. *Hoi Tung* from Kongmen to Hong Kong without paying for their passage. At the Police Court, last Saturday, they each had to pay \$8 each for the privilege.

HIS Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence on leave of Mr. E. D. Wolfe, or until further notice, with effect from 11th inst.

A YOUNG German resident of Tientsin, Mr. Otto Wendel, who was formerly in the employ of Messrs. Carlowitz and Co., but later had been engaged in business on his own account, has died of hydrophobia, having been bitten by his own dog. Mr. Wendel was married, and his wife had recently left for home.

HIS Excellency the Governor has given his assent in the same and on behalf of His Majesty the King to the following Ordinances passed by the Legislative Council—No. 3 of 1900.—An Ordinance to amend the Evidence Ordinance, 1889; and No. 4 of 1900.—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

PRINCE SU has asked that the 11s. 250,000, yearly allowance paid to the Imperial Household at New Year, and ordered by the Lung Yu Empress Dowager to be remitted, may be applied to the needs of the Navy. The Prince Regent has acceded to the request, but is waiting to obtain a Decree from his Majesty signifying her consent.

THE court-martial in connection with the theft of documents containing war secrets in charge of the 35th Regiment at Kanazawa has now been concluded. The culprit being a Chinese officer, says a Kanazawa dispatch, the court-martial is incompetent to try the case, which is to be submitted to the Kanazawa Chibo Saiban-sho for trial.

H.E. HSU CHANG has presented the Prince Regent with three hundred Arabian horses, which his Highness has ordered to be given to the Ministry of War. Owing to the continued illness of President Jung Ching of the Ministry of Education, Mr. Pao Hsi is likely to be appointed Acting President, and H.E. Chen Pao-shen will be appointed acting Vice President.

A VANCOUVER despatch, of 6th ult., says:—The R. M. S. *Montezuma* will leave

SHARE QUOTATIONS.

On dit, remarks the *Straits Echo*, that a murderer hanged at Taiping, was the nephew of the executioner.

A FINE of \$100 was imposed on a Chinaman named Wu Tai for infringing the exclusive privilege of the Postmaster-General by collecting and delivering correspondence otherwise than through the G. P. O.

Duke Tse Tse, President of the Ministry of Finance, intends to adopt the suggestions contained in Commissioner Tang Shao-yi's memorandum on Financial re-organization on account of their practicability.

Mr. Nathan Blumenthal, manager of the Astor House Hotel, prosecuted three coolies in the Police Court, last Monday, for being in the servants' quarters of the hotel without permission. A fine of \$7 each was imposed.

Two coolies, who appear to have just arrived from Canton, were charged in the Police Court, last Monday, with theft. They were accused of stealing from the counter of a shopkeeper of 215, Queen's Road Central \$10 in subsidiary coins. The case was remanded.

It is reported that the number of coolies going to Vladivostok has dwindled down to less than one-fourth of what it was last year, largely because of the poll-tax of Rs. 15 which has been imposed on each incoming coolie since the recent closing of the port to free trade.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Li Kam Chuen	50
Kwok Ching Chan	50
Lo Ya Shing	10

At, in spite of the strict interdiction enforced against the importation of morphine, it has been found that this drug is still being smuggled into the Empire for improper use, the Waiwupu has issued orders to reprove the fault of the Customs and has also requested the Diplomatic Corps to bid their nationals in strict terms to cease violating the prohibition.

At the Magistracy, last Wednesday, Wong Shing, described as a hawker, appeared on charges—
(1) taking on board the s.s. *Lochuan* spirituous liquor without the master's consent, and (2) with disposing same, to wit, five bottles of beer, on board the ship without a licence. The hawker was found guilty on both counts and fined \$50 and \$100 respectively.

THE *Hai-yung*, which escorts the *Bach-i* with the Chinese Commissioner, Mr. Wong T. Ohng, on board, to the southern islands arrived at Singapore on 12th inst., from Sumatra, and saluted. The *Hai-yung* leaves for the 12nd inst., for Dell, but waits the arrival of the Chinese Commissioner and the *Bach-i*. The Commissioner is at present visiting the Dutch Indies.

AMONG the numerous plans submitted and discussed for the re-organization of the Imperial Navy, which is occupying the most earnest attention of the Chinese Government, it is said that a somewhat novel suggestion has been made which is, at least, well-intentioned if nothing else may be said in its favor. By this suggestion the raising of funds for increase of duties, or taxes, is deprecated, the reason that it would be a burden on the people. It is suggested that a rich mine in the Empire should be selected and its development undertaken by the Ways and Means Department of the Navy, and that all profits realized therefrom should be devoted to the expenses of the Navy.

As already mentioned, the Kawasaki Dockyard of Kobe has been favoured by the Japanese Naval Department with an order for the construction of a second-class cruiser of 5,000 tons. The Mitsui Bishi Yard at Nagasaki has received a similar order. The *Japan Chronicle* writes: "It is learned that the cruiser ordered from the Mitsui Bishi Yard is to be laid down about the end of this year and completed in the early part of 1922. It will be fitted with Parsons turbine, while the one ordered from the Kawasaki yard will be equipped with a Curtis turbine. The advantage of two styles of turbine can thus be fully tested. The orders just given to the two yards are considered as a test of the shipbuilding of the two firms and of the respective advantages of the American and English turbine."

Steamers Expected.

Vessels	From	Agents	Date
Asia	Shanghai	P. M. Co.	May 13
Yingchow	Shanghai	G. & S.	May 13
Yongchow	Shanghai	W. & M. Co	May 13
Sydney	Saigon	W. M.	May 14
Cardiganshire	Singapore	G. T. & Co	May 14
Braemar	Singapore	D. & Co, Ltd	May 14
Tataani Maru	Singapore	N. Y. K.	May 15
Arataoni Maru	Japan	D. S. & Co	May 15
Behmor	Singapore	G. L. & Co	May 16
P. Waldemar	Sydney	G. L. & Co	May 16
Emp. of Japan	Yokohama	C. P. R. Co	June 1
Delomba Maru	Bombay	N. Y. K.	June 1
Shanghai	Sydney	B. & S.	June 1

Ships Passed The Canal

2nd April—Constantia. 6th April—Wra Castle, Sado Maru, Nora, Paterno; Patka.
19th April—Bencluch, Benlomond, Gmfrure.
Prins. Etlii Friedrich, Promelshu, Salatini.
Sengamobi, Thesura, Nippon, Sulphath.
Pooka. 1st April—Achit, Nippon. 8th
Tama Maru. 10th April—Hudson, Polymetru, Silvio.
2nd April—Maru. 20th April—Palawan, Ghosch.
19th April—Atsuyanz, St. Fatrichi, Achilli.
Ansanor, Namur, Palawan, Saxonia, Kan.
Maru. 19th April—Cordgrasskru, Ner.
27th April—Luitsoo, Benmkor, Bramam, Dor.
mund, Lauris, Silthonta. 30th April—Sydney.
Albenga, Menastis, Inaba Maru, Kawas.
Maru. 7th May—Ludwig, 14th May—
Banga, 7th May—Fido, Caldamand, Glens.
Ping Suo, Sincio, Cethay. 11th May—Bur.
10th May—Flicker, Sumatra, Bedowin, Porri.
12th May—Ryuzen, Luffdoff, Slam. 14th
Gooden, Norman Prince, Vorwastri, Hlala.
Maru, Binslawars, Tourane, Samuti.
14th May—Dancalon, Glenroy. 18th May
Perrusa, Kaitow.

NOTICE TO SUBSCRIBERS,

ROM and 'after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

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WEEKLY—\$13 5s per annum.

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TERMINABLE IN ADVANCE.

There will be no rebate to Missionary subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1903.

THE MANAGER.

Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1903.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,000,000 \$14,000,000 \$250,000 }	\$2,006,194	{ Final of 42 and bonus of 5/- for 1908 @ ex 1/10 = \$36.024 }	52 %	{ \$980 buyers London \$90
National Bank of China, Limited	99,915	£7	£6	{ £4,000 £10,000 }	\$10,123	\$2 (London 3/6) for 1908 .....	...	\$1 buyers
MARINE INSURANCE.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$250,737 \$251,000 £100,000 }	none	\$14 for 1907	7 1/2 %	\$107 1/2 sales
North China Insurance Company, Limited	10,000	£25	£5	{ Tls. \$50,000 Tls. \$20,747 Tls. \$10,777 \$5,000,000 \$109,348 \$105,849 \$68,000 }	Tls. 160,312	Interim of 7/6 for 1908	5 1/2 %	Tls. 104 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$109,348 \$105,849 \$68,000 \$1,000,000 \$250,737 \$251,000 £100,000 }	\$2,464,021	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$845 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$250,737 \$251,000 £100,000 }	\$707,027	\$12 and bonus \$3 for 1907	7 1/2 %	\$125 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$250,737 \$251,000 £100,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$108 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$250,737 \$251,000 £100,000 }	\$368,721	\$27 for 1907	8 %	\$145 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,658 \$260,000 }	\$1,015	\$1 for 1906 .....	...	\$12 sellers
Donghai Steamship Company, Limited	30,000	\$50	\$50	{ \$264,658 \$260,000 \$250,000 \$267,500 \$25,428 \$25,428 \$25,428 \$25,428 }	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$16
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$267,500 \$25,428 \$25,428 \$25,428 \$25,428 \$25,428 \$25,428 \$25,428 }	\$12,270	Final of 12 making \$24 for 1908	7 1/2 %	\$3 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £1,000,000 £250,000 £250,000 £250,000 £250,000 £250,000 £250,000 £250,000 }	£1,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5.154	4 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 }	Tls. 14,510	Final of Tls. 14 making Tls. 31 for 1908	7 1/2 %	Tls. 53 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 }	£61,817	Second interim of 1/- for a/c 1908	7 %	Tls. 53 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$750,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 }	\$98	{ \$100 for year ending 10.4.1908	4 1/2 %	\$20 buyers
Yokohama Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 75,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 £750,000 }	Tls. 2,225	Final of Tls. 14 making Tls. 24 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$250,737 \$251,000 £100,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$145 buyers
Yunnan Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$250,737 \$251,000 £100,000 }	Dr. \$15,821	\$5 for 1907 .....	...	\$16
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.2.08 .....	...	Tls. 200 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	£12,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 27.20 b.
Rich Australian Gold Mining Company, Limited	110,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 }	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$9 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Swire (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,000 £50,000 £50,000 £50,000 £50,000 £50,000 £50,000 £50,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.08 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$30,000 \$26,806 \$26,806 \$26,806 \$26,806 \$26,806				

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(ESTABLISHED 1881.)

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Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,161 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 2,695 Tons.
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.
S.S. "SUI-TAI", 1,265 Tons and "SUI-AN", 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG."
 Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
 Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lintao" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.
On **SUNDAY**, the 23rd May.
S.S. "SUI-AN"
will depart from the **COMPANY'S WING LOK STREET WHARF** at 9 A.M.
Departure from Macao 5 P.M.

Fares; Excursion Rates as usual.
Machado's String Band will play selections of Music during the Trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

On MONDAY, the 24th May, (EMPIRE DAY.)
The Company's Steamship "SUI-AN,"
will depart from the Company's Wing Lok Street Wharf at 9 A.M. Departure from Macao 5 P.M.
Fares: Usual Excursion Rates. Return Tickets available for the date of issue only.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 HOTEL MANSIONS, (FIRST FLOOR),
 opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

A. F. DAVIES,
Manager. 196

KOWLOON HOTEL.

EMPIRE DAY

A MUSICAL DINNER will be served on MONDAY, the 24th instan

at 8 p.m.

MENU by AH CHONG

The 105th M. L. I. Regimental Band will play Special Selections of

Music during and after Dinner.

Hongkong, 10th May, 1909. [2]

ASTOR HOUSE

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms. Excellent Cuisine and the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Buffet, Florida Light throughout. Terms moderate. First Class accommodation. Call on Mr. J. J. O'Connell, 1000 Broadway, New York City.

Under Personal Supervision of

Telephone 170. Telegrams "Astor"

Ships.

NORDDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isecke	About SATURDAY, 29th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 26th June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	About THURSDAY, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isecke	FRIDAY, 18th June, 10 A.M.
KUDAT and SANDAKAN	"BOERNE" Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	SYDNEY	Rebutat	24th May, P.M.
MARSEILLES, VIA PORTS	OCEANIE	Spillat	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lincais	7th June, P.M.
MARSEILLES, VIA PORTS	POLYMERIE	Drong	8th June, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia & at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £27.10, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th May, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,300 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,300 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshui.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshui, Canton, or to their Agents

Hongkong, 9th October, 1900.

BARRETTO & CO., Hongkong.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Learn Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 1, John St., Bedford Row, W.C.

Hongkong, 4th March 1900.

CALCUTTA, 59, Bechook Street

SHANGHAI, 100, Nanjing Road

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 93 ft., bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Trawl Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotte,

A. I. and Watkins.

Yokohama, May 11th, 1900.

To Let.

TO LET.
SHOP and DWELLING HOUSE, No. 74, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 25th March, 1900. [29]TO LET.
NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West,
Hongkong, 9th March, 1900. [248]TO LET.
NO. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.,
Hongkong, 12th May, 1900. [408]TO LET.
GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st April, 1900. [52]TO LET.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

Apply to—

No. 3 CLIFTON GARDENS, CONDUIT ROAD,
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RICH TERRACE.

Apply to—

OFFICES in YORK BUILDING,
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.

Apply to—

FLATS in MOKKIN TERRACE,
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 19th April, 1900. [51]TO LET.
TWO AIRY ROOMS in a house on BELLIOS TERRACE, 1st row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

Apply to—

"HOUSEHOLDER,"
C/o Hongkong Telegraph,
Hongkong, 5th March, 1900. [239]TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central formerly occupied by Messrs. Shaw, Tomes & Co., Rents low.

Apply to—

THE COMPASS ROYAL DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central,
Hongkong, 24th February, 1900. [183]TO LET.
ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., LD.,
Hongkong, 19th May, 1900. [211]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche & Co."XXX Very Old Fine \$2.50
Old 5.50V.O.C.B. Guaranteed 20 Years
Old 5.50QUINQUINA?
QUINQUINA?
DUBONNET?FRENCH STORE,
Sole Agent,
Hongkong, 30th April, 1900. [4]O. G. MOOSA,
1 & 8, D'AGUILAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application. Coast
Port orders carefully executed.THERAPION MAY NOW ALSO BE OBTAINED
IN DRUGGE (TASTABLE) FORM.
SELF CURE NO FICTION!
MARVEL UPON MARVEL!
NO SUFFERER
NEED NOW DESPAIR!THERAPION NO. 1—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.THERAPION NO. 2—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.THERAPION NO. 3—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.THERAPION NO. 4—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.THERAPION NO. 5—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.THERAPION NO. 6—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.THERAPION NO. 7—The Sovereign
Remedy for all diseases, suppurating infections, those of which cause irreparable harm by laying the foundation of nature and other serious diseases.

LIFE OF JAPAN'S COURT LADIES.

A most interesting description of the life of the ladies about the Japanese Court is given by the *Jogiki-Sakai*.

There are more than 300 Court ladies in the Imperial Court. They are divided into five ranks—to wit: Tenji, Gon-tenji, Shoji, Gon-shoji, and Myofu, and their duties consist in looking after the Imperial wardrobe and furniture. The ladies of the higher ranks are called "Danna-sau" (Master) by their subordinates, who in turn are given the common appellation "Shimmyo" or "needle-girl." The "Danna" have their own apartments of five or eight rooms, and are usually attended by four subordinates or "Shimmyo."

LONG HOURS AND STRICTNESS.

Some of the "Danna" are in attendance on the Imperial Majesties from 8 a.m. until 10 p.m., others in turn being occupied from 10 p.m. till 10 a.m. The strictness and severity practised by these ladies who serve the Imperial personages are beyond imagination. Even when they are nominally at liberty they are hedged round by all sorts of restrictions. Indeed, in their sleep they must never lie flat on their backs, never stretch out their hands and must be "like a twisted skein."

The daily tasks of the "Shimmyo" who serve the "Danna" are by no means light. They get up at five, and clean the rooms, arrange the toilet articles in their allotted places, the hair-dressing requisites, looking-glass, powder, red and white paint, brushes wash bowl, and tubs. When the "Danna" wakes up and takes her seat on the silk crepe cushion, the "Shimmyo" courteously wishes her good morning.

BREAKFAST FOOD.

After the lapse of one hour, which is spent in the toilet, breakfast is served. The tray is full of small dishes most tastefully arranged. Court ladies place more importance on the neat arrangement of the table than on the actual taste of the dishes. Several kinds of pickles, edible seaweed, heated salt, and soups always embellish the tray. The chopsticks are usually of ivory or of silver, but the ladies have three sets, one for vegetarian food, one for meat and fish eating, and the third to be used only for food presented by the Imperial personages. Court ladies are allowed to eat anything according to their taste with the one exception of onions. The smell of onions is abhorred by Court ladies, and should anyone partake of the obnoxious bulb, she is certain to be in bad odour with her colleagues for a long time.

PURITY AND CLEANLINESS.

Purity and cleanliness are most religiously insisted upon at Court. This is supposed to be the corollary of the deep reverence entertained towards the Imperial family, the needle-girls, for instance, are divided into two classes, called respectively "O-Kiya-san" and "O-Tsugi-san" (Miss Clean and Miss Subordinate). The O-Tsugi-san occupy themselves with the clothes worn below the waist. O-Kiya-san may lay her hands on the person of her "Danna" above the waist, but Miss Subordinate is only allowed to handle the garments below. The hand which has touched the socks must not be allowed to come in contact with the clothes worn above the waist before it has been carefully cleaned. Consequently there is but little confusion in the great hall when four or five of the "Danna" change their dresses to prepare to accompany the Empress.

SELF-DENIAL AND PERSEVERANCE.

It must be borne in mind that the needle-girls who help the "Danna" to dress move above on their knees and must not walk on their feet, so that the long "obi" of the "hakama" (skirt) worn by Court ladies, which goes round the waist some five or six times, provides plenty of exercise for "Shimmyo." When they perspire, which is naturally not infrequent, they are not expected to wipe off the moisture in their lady's presence. They usually wait till the task is finished, and under cover of a recent how quickly use their handkerchief.

The first essential demanded of all Court ladies is self-denial and perseverance. Lowness of extraction is an obstacle, as this can be easily set aside by nominal adoption into a family of higher grade. Sewing, reading, cooking, flower-arranging, and walking in the Imperial garden are said to be the principal recreations of Court ladies.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,
Manager,
Hongkong, 6th January, 1900. [50]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1900. [161]

WEATHER FORECAST AND STORM WARNING ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point downwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other ships.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

2. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

3. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. 111. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by light.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock. Aberdeen.
Waglan. Sai Kung.
Stanley. Sha Tin Kai.
Cape Collinson. Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. G. FROO,
Director.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a tea-spoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$2.00A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
Daily—48 per annum.
Weekly—113 per annum.

The rates per quarter and per annum, proportionally. Subscribers for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On option sent by post an additional 11:80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, 10 cents. Weekly, 18 cents. Five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 22, 1909.

WHERE THE "GENTRY" FAIL.

Apparently, so far as we can make out, the gentry in the North are unlike those in South China because they imitate their opinions in matters which do not affect the common people so much as they are calculated to maintain the standing and character of those who deem themselves a trifle above the ordinary run. Beginning with the idea that "half-fledged native students in political affairs" are exercising undue interest in political affairs, the *Mercury* of Shanghai presents a curious indictment against the gentry. No student of Chinese affairs (it says) can fail to recognise the desirability of taking some steps to insure the Central Government against the constantly recurring meddling of these doubtless well-intentioned gentlemen, who are not content unless they have a finger in every pie. There is something amusingly pathetic in the following telegram which recently appeared in one of our native contemporaries:—"Liang Tun-yen, President of the Waiwupu, is afraid that every time there are diplomatic negotiations

the gentry of the province concerned will convene a meeting by which there will be much trouble, and therefore he proposes to frame regulations to control such meetings." Old residents in China will not need any long explanation of what these gentry consist of, what their aims are, and the means they usually take to gain them. It must not be forgotten that they are not an aristocracy as we understand that term in the west. If they were, more respect might well be paid to their opinions, for there is no true aristocracy the world over but has learnt, during its many centuries of existence, something of the art of government; and at least a little of that common sense which tends to the general weal. The Chinese gentry are not of this stamp. They are all more or less of the literate grades, many of them have been or hope to be officials in actual service, and all are imbued with that Chauvinism which in undiluted course of ancient classics never fails to cultivate. Chow Han, the notorious originator of the Hunan tracts and caricatures against Christianity, was a member of this favoured clique. He had the courage of his opinions. In all probability, the vast majority of his peers have the opinions without the courage. They are consumed with anti-foreign "envy, hatred, malice, and all uncharitableness," and they are just as willing to wreak vengeance on a progressive native as they would be on any offending foreigners who might fall into their hands. To such as spend time, thought, and care on comments on musty classics and on those alone, revolutionary ideas connected with commerce, with industry, with railway communication, telegraphs, and such-like western devils cannot be agreeable, and though even into their conservatism the thought may have penetrated that such things must come, yet they are grimly determined that if they have any voice in the matter, they shall only come through the medium of native hands. On various occasions we have shown what a tremendous handicap Chinese progress is placing on itself in this way. Were there such a thing in native literature as our proverb which says, "If a thing is worth doing at all, it is worth doing well," there might be some hope that they would soon be men wise enough to see the utter absurdity of wasting money and delaying advance in order to gratify an ignorance as crass as it is deplorable. Peking evidently recognises this to some extent, and we are not surprised that it should be so. In the capital there are now a considerable number of travelled officials, men who know what's what, having seen with their own eyes; men who know that for technical tasks it is absolutely necessary to have expert men; that neither the Four Books nor the Five Classics will enable even a Hanlin to build a railway, command an army, or navigate a battleship, that, in fact, for every practical good, mental, or physical, the mere graduate is no better off after all his years of cramming than the most illiterate coolie. Yet the ancient reverence in which a knowledge of this old world literature is still held amongst the literati is strong enough to ensure a confidence in its possessors which makes them feel competent now as in days gone by to "go anywhere and do anything." Is it railway engineering? Their opinion is to be taken. Mining does not offer any difficulty. Are they not well acquainted with all the twists and turns which the terrestrial dragon is capable of? And as for telegraph lines, smoke stacks, and other innovations, who but they are capable of deciding whether or no "long shui" will not be fatally injured if these things are allowed in any way but such as pleases them? Have they not, also, vast influence over their still more ignorant countrymen, and can they not, whenever they will, rouse all those bad passions which turn the naturally good-tempered, good-natured peasant into a murdering maniac? The gentry can, and have done such things. They need to be educated out of them, and meanwhile should be muzzled. All our sympathy is with the Waiwupu. May they succeed, and may China make real progress under an enlightened directorate.

LOCAL AND GENERAL.

The preacher for the evening service at 6 p.m., to-morrow at St. Andrew's, Kowloon, will be the Lord Bishop of Victoria.

THE Police Magistrate's Department is to be held from the operation of the Public Holidays Ordinance, 1875, on Monday, the 31st inst.

A SINGAPOREAN has been charged in the Police Court, for the alleged theft of \$70,000 from the Hongkong and Shanghai Bank at Penang.

THE I. C. Sir, King's, from Tientsin and Chefoo, reports having passed a grain buoy with a lamp socket attached, while in Lat. 35° 41' N. Long. 122° 40'.

THE Post Office notifies that owing to information received from the Agent of the Messageries Maritimes, the *St. Sydney* from Europe is not expected to arrive before 6 p.m. on the 24th inst.

A NEW Chinese newspaper has made its appearance in Shanghai. It is to be devoted to supporting the cause of the Chinese people and is to be run independently of official support.

My Eccentric Friend.

A CONVERSATION ON THE PIER.

While out for a constitutional the other afternoon I was approached by a friend, Mr. Blake Pier, who inquired of me how I passed my days during the sweltering heat of summer. He gave me to understand that he did not belong to the Hongkong Club—a fact which I could easily understand—he did not live with the gods—by which I concluded that he did not class himself with the gentry residing at what is known to be the Peak. He was not a director of, so he termed it, any of "your local trusts." He had come out to this "exile" not two years ago to join a good firm; he held a fair position, and his monthly "whack" was sufficient to keep him comfortably; he was not married; did not leave a castle at home, as most people, he asserted, believe they do when they come to Hongkong. He did not frequent public houses, neither did he drink champagne nor other wots of the kind. But all he wished to know was how I kept myself in summer.

I was standing on the Pier watching fancy lunches coming and going; gams, perhaps, with envy, at the *little of*, this island leaving on picnic bent. The sun was sinking low on the horizon and its golden streams were playing on the placid waters. At my right was a large junk all ready to leave for somewhere—I know not where. In front of me was an ocean tramp entering port, crawling carefully to her anchorage. But these things interested me not.

As I stated before I was on the pier, leaning up against the railing, thinking of dear, old home. I have been exiled in this forsaken country for a matter of nearly ten years, and was past making up my mind whether to clear out when the time comes, or to stick on for another term, when I received a small tap on my back. Turning round quickly I met my friend, and for the space of about half an hour had to listen to his conversation, which I have already detailed at the beginning of this article.

"My friend," I was half-inclined to say when he questioned me about the summer, "keep cool." But I took pity on the "poor" individual and spoke to him like a father.

"Do you ride?" I asked him, "if so Mr. Gegg of Kennedy's Stables could fix you up."

He could ride but did not want to appear in the eyes of the local scandal-mongers and match-makers to be a millionaire.

"Do you golf?"

He could not see the fun in chasing a ball around a field, and appear an idiot.

"Are you a member of the swimming club?"

"Look here, old chap, don't irritate a man with those idiotic questions," he replied somewhat nastily. "You yourself don't follow any of them."

I was going to say something sarcastic in return, when all of a sudden I remembered I was highly interested in railway work. I thought I had him there. "Are you interested in transportation?" was my first shot.

"What do you mean by transportation?" was the imbecile reply.

I reminded him of the fact that the railway, which was transportation, to Canton was about to run; and as he had never set eyes on the Southern capital, we should take occasional trips across the water and view some of those bridges, which would interest him, and which would be the means of passing time, not to mention brightening his education on bridge-building.

"Oh, indeed," he answered, "what's the price for an aeroplane?"

Was that sarcasm, humour or deflection? When a man comes to that stage he is incorrigible. I left him to his own devices. At the same time I still wonder if he was not a builder in Spain what was he?—*Communicated.*

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 14th May, 1909.

Present—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, J. Menzies, W. Wilson, the Health Officer, and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from the Senior Consul informing the Council that the Tao-tai of Amoy has issued title deeds to the Council for the plot of ground near the old Market buildings, reclaimed by the Council in the course of scavenging operations.

The regulations governing the licensing of chairs and chair hongs, and the fixing of fares, drawn up by the sub-committee, were read and approved, and the Secretary was directed to forward same to the Senior Consul for the information and approval of the Council Body.

A letter was read from Mr. W. C. Hawkins asking the Council to consider a path leading past the house of Tse Chuan, in the paddy fields, Kang-shan, a public road. The Secretary was instructed to inform Mr. Hawkins, the Council had no authority to consider any path of this description a public road, and to refer him to the Council's letter addressed to him on the 24th October, 1906.

It was decided to ask the Senior Consul to again address the Tao-tai concerning the post of Chinese Member of the Council, with a view to the vacancy being filled.

The Superintendent of the Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—
Summonses; Contempt of Court 1, illegally detaining property 1, allowing pigs and cattle to stray 10, obstructing a public road 2, throwing rubbish, &c. into the public drains 2, Summary Arrests; Theft 6, Creating a disturbance 2, Returning from detention 1, Gambling 4, Housebreaking 2, Being in possession of burglar's tools 1, Contempt of Court 1, Drunk and incapable 1, Being in possession of stolen property 1.(Signed) W. H. WALLACE,
Chairman.By order,
C. BERRILL MITCHELL,
Secretary.THE PARIS TOILET COMPANY,
LIMITED.

LIVELY PROCEEDINGS.

The third general meeting of shareholders was held this afternoon, at the registered office of the Company, for the purpose of receiving a statement of accounts and the report of the general managers for the year ending 31st December, 1908, and electing an auditor. Mr. H. Percy Smith presided. There were also present—Messrs. J. H. Seth, C. Sell, Charles Mattinger, W. Schmidt, E. G. Smith, J. C. Schlem, Li Fuk Tsau, Leung Wing Cheung, A. Marjail and J. O. Scipies, manager.

The Chairman read the notice calling the meeting.

The Chairman—Gentlemen, you have had the report and accounts in your hands for some time. With your permission I will follow the usual custom, and assume that you will take the report and accounts as read. In the report we have endeavored so far as possible to explain the reason why we are not able to show profit to pay a fair dividend, and I wish further to add that I shall be pleased to answer any questions and remarks that may be made.

No questions were asked.

The Chairman—I propose the adoption of the report and accounts as already in your hand.

Mr. Scipies (manager)—I would like to ask something personal to me. I would like to have more facility of the books, and more understanding of the affairs of the company at the end of the month. Since last year in June I asked you for monthly returns and the month's expenses and the month's takings. I must have that. If you take me as manager you must give me what you are taking in. I don't know whether there is a cent in the bank or not. I cannot keep up the manager if I don't get that. I must have the expenses of every month, where the expenses go to, and whether I can spend a cent or not. I don't know if you can get a manager to go on like this. I asked in June last. I have asked for the whole year, for nothing.

The Chairman—Personally, Mr. Scipies, I do not know that you had any information to ask for, and as you actually make up the statement of the expenses, I should have thought that you knew everything that was being done, and we shall like to know everything you want.

Mr. Scipies remarked that he had wanted a special meeting of the shareholders, because he wanted to know what was going on.

At this stage some private conversation took place between the general managers.

The Chairman—You make out all the expenses every month, and are in a position to know what those expenses are.

Mr. Scipies—All the information is given to you.

The Chairman—If you had not had that information before you will have it in future. As regards the half-yearly meeting I say, at once I consider it was quite unnecessary to have a half-yearly meeting for such a small company. And I do not hesitate to say that the shareholders will agree with me. It will be a ridiculous thing to waste shareholders' time in such a way.

Mr. Scipies—I am the manager, and if the shareholders will agree to it, I must go back. That is all. Some of the shareholders very seldom come into the saloon.

Mr. Seth said it was a great mistake that nothing had been said before on this subject. The manager could always see the books when he wanted to do so.

Mr. Enos Seth held that the general managers had always looked after the best interests of the company.

Mr. Scipies: If you want to be general manager in the shop, you want to know what is being spent.

The Chairman: What grievance have you got?

Mr. Scipies: I want to know what money is spent.

Mr. Seth: The books are open to inspection at any time.

The Chairman: You certainly never asked me at any time in respect of a half-yearly meeting, which I considered unnecessary and which the shareholders agree with me.

No other questions were asked.

The Chairman: I beg to propose the adoption of the report and accounts.

Mr. Li Fuk Tsau, seconded.

The motion was unanimously carried.

On the motion of Mr. Grant Smith seconded by Mr. Seth, Mr. Cox-Edwards was re-elected auditor.

The Chairman: Gentlemen, I have to thank you for your attendance. That there is no dividend will enable us to hope for the best next year.

ANNUAL REPORT.

The annual report is as follows:—

The general managers beg to submit to the shareholders their report on the company's business for the year ending 31st December, 1908, with a statement of accounts to that date.

We regret we are unable to show a large profit on the year's working in spite of doing a greater volume of business but our expenses have increased considerably although we have, with the help of your manager, Mr. J. O. Scipies, done what we could to reduce them.

Our profit on sales has been curtailed by the great drop in exchange and by the high price of hair at present prevailing in Europe.

The net profit for the year including \$38,853 brought forward from last account amounts to \$12,250 which we propose to carry forward to next year.

AUDITOR.

Mr. Beattie was elected auditor for the year under review, but owing to his having to go away he resigned and Mr. J. Cox-Edwards was appointed to fill the vacancy. Mr. Cox-Edwards being eligible offers himself for re-election.

Percy Smith, Esq.,

General Manager.

PROFIT AND LOSS ACCOUNT FOR THE YEAR
ENDING 31ST DECEMBER, 1908.

To Auditor's fee	\$ 50.00
To Balance	28.26
	\$ 78.26

Dr.

December 31, 1908.	
By balance brought forward from last account	\$58.82
By scrip loss	5.00
By balance of working account	14.44
	\$78.26

BALANCE SHEET 31ST DECEMBER, 1908.

Liabilities.

To Capital 1,500 shares at \$10 each	\$15,000.00
To "ready credit,"	3,168.78
To Reserve for bad and doubtful debts,	100.00
To Reserve for home passages,	100.00
To Profit and loss account,	28.26
	\$19,397.04

Assets.

By Furniture and fittings—	
As per last account	\$4,554.51
Less Amount written off	254.51
	4,300.00

Additions during the year

	1,455.00
	\$5,755.00

By Stock in hand:—

As per manager's certificate	\$3,877.43
By Sundry debtors	1,293.50
By Unexpired insurance premium	25.12
By Passages	300.00
By Cash at Bank	971.07
By Cash in hand	175.32
By Goodwill	
As per last account	5,340.14
Less account written off	340.14
	\$5,000.00
	\$19,397.04

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next, at 2.45 p.m. The orders of the day are as follows:—

Letter from Mr. Shelton Hooper relative to a nuisance at the New Western Market. Reports by the Medical Officers of Health relative to certain houses remaining to be dealt with under section 175 of the Public Health and Buildings Ordinance 1903-1908.

Minute by the Medical Officer of Health relative to back-yards in domestic buildings.

Minute by the Colonial Veterinary Surgeon recommending that Sergeant August at Sham-shui be authorised to enter premises and inspect and seize food in accordance with section 83 of the Public Health and Buildings Ordinance 1903.

Re-appointment of select committees of Sanitary Board.

Correspondence relative to Kai Lung Wan Cemetery.

Correspondence relative to the streams near Marine Lot No. 239 and Island Lot No. 7,355. Application for exemption from lime-washing a tank at No. 430, Queen's Road West.

Application for permission to erect a water closet and a urinal at the Hongkong Civil Service Cricket Club Pavilion at Happy Valley.

Application for permission to convert fish stalls No. 55 and 56 in Yaumatei Market into poultry stalls.

Application for a fat-boiling licence at No. 80, Ta Ti Street, Sham-shui.

Application for a fat-boiling licence at No. 39, Bichers Street.

Monthly return from Macao for the week ending 31st May, 1909.

Monthly statistics for the month ending 30th April, and for the weeks ending 24th April and 1st May, 1909.

Lime-washing return for the fortnight ending 4th May, 1909.

Rail return for the weeks ending 8th and 15th May, 1909.

The Chinese Engineering and Mining Co's total output of the company's three mines for the week ending 8th May, 1909, amounted to 28,981.60 tons and the sales during the period to 25,441.39 tons.

It is notified that Monday, the 31st instant, being a Bank Holiday under the provisions of the Public Holidays Ordinance, 1875, (Ordinance No. 2 of 1875), will be observed as a Government holiday.

His Excellency the Governor has been pleased to appoint Mr. P. N. H. Jones to act as Director of Public Works during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 22nd instant.

Mr. P. N. H. Jones has been appointed, provisionally and subject to His Majesty's pleasure, a member of the Executive and Legislative Councils, during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 22nd instant.

His Excellency the Governor has been pleased to appoint Mr. P. N. H. Jones to act as Director of Public Works during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 22nd instant.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the hospitals:—

Ko Shing Theatre \$ 25 |

Tai Ping 25 |

Ching Hing do 25 |

It is notified in the *Gazette* that the Colonial Auxiliary Forces Long Service Medal has been granted to Company Sergeant-Major B. W. Gray and Bombardier H. E. Craddock, Hongkong Volunteer Corps, under the provisions of the Royal Warrant dated the 18th day of May, 1899, as amended by the Royal Warrant dated the 3rd day of August, 1904.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

THE SOOCHOW RAILWAY.

SURVEY DIFFICULTIES.

[By courtesy of the "Sheung Po"]

Shanghai, 21st May.

The British engineer of the Soochow Railway has been engaged making a survey of the route.

Upon arriving at Chimshan, the inhabitants obstructed the survey party's operations.

The Railway Company has despatched an officer to the place to conduct investigations.

CURRENCY DIFFICULTIES.

RIOTING IN KANSU.

[By courtesy of the "Sheung Po"]

Shanghai, 21st May.

Owing to the depreciation in value of the copper subsidiary coins, there was a riot in Kansu province resulting in the destruction of a shop by the populace.

The inhabitants have gone on strike.

COPPER MINING.

FOREIGN CONCESSIONAIRE IN
PEKING.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

The foreign concessionaire of the copper mine in Honan has arrived in Peking but has not called at the office of the Waiwupu.

The Ministry of Foreign Affairs has sent a representative to the concessionaire to discuss matters with a view of securing the redemption of the concession to China.

NAVAL CADETS.

TO BE TRAINED ON BRITISH
WARSHIPS.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

Admiral Sah has completed arrangements for the training of naval cadets on board British warships.

YUNNAN VICEROYALTY.

DEPARTURE OF LEI KING-HEI.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

Lei King-hei, Viceroy-elect to Yunnan, will leave Peking for Hankow on 24th inst., and after interviewing the Viceroy there His Excellency will proceed to Yunnan to take up his appointment.

MACAO DELIMITATION.

DEPARTURE OF PORTUGUESE
COMMISSIONER.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

General Joachim Machado, the Portuguese Commissioner for the delimitation of the boundaries of Macao, left for China to-day.

THE CHERIANG RAILWAY.

GERMAN v. BRITISH
LOCOMOTIVES.

[By courtesy of the "Sheung Po"]

Peking, 21st May.

The British Minister has applied to the Waiwupu for an explanation why the locomotives for the Cheriang Railway were not purchased from England but from Germany and why no powers were vested in the British engineer-in-chief.

The Waiwupu has requested the Ministry of Posts and Communications to take the question into consideration and furnish a report thereon.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

SIR JOHN JORDAN.

CHINESE DECORATION UNACCEPTABLE.

[By courtesy of the "Shung Po"]

Peking, 21st May.

The Central Government has conferred a decoration on Sir John Jordan, the British Minister.

In consequence, however, of certain important negotiations not having been carried through to the satisfaction of the British Government, permission has been refused to the British Minister from accepting the honour.

PEAK TRAMWAYS CO., LTD.

ANNUAL REPORT.

The report of the directors for the year ending 30th April, 1909, for presentation to the shareholders on Saturday, the 29th inst., is as follows:

Gentlemen,—The directors now beg to submit to you their report and statement of accounts for the year ending 30th April, 1909. The net profit for the twelve months, after deducting directors' fees and general managers' remuneration and providing for pension subsidiary amounts to

..... \$ 357,605

To which has to be added the balance brought forward from last account 7,471.65

Making available for appropriation \$ 431,877.10

The directors recommend that a dividend at the rate of 8 per cent per annum be paid to shareholders, amounting to \$4,000.00, that \$1,681.10 be written off falling stock, that \$5,000.00 be placed to a reserve fund and that the balance of \$1,046.00 be carried to a new profit and loss account.

Directors.—Mr. H. Keswick having resigned, Hon. Mr. W. J. Gresson was invited to occupy the vacant seat on the Board. In accordance with Rule 73 of the Company's Articles, Mr. Sir Paul Chater, C.M.G., Hon. Mr. W. J. Gresson, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

JOHN A. JUPP, Chairman.

Hongkong, 17th May, 1909.

PROFIT AND LOSS ACCOUNT.

For the year ending 31st April, 1909.

Dr.	
To coal and stores	\$12,575.19
To charges	3,350.33
To maintenance and repairs	7,241.40
To rates, Crown rent, and fire insurance	1,115.35
To salaries and wages	23,416.41
To mortgage interest on R.B. Lot 80	7,799.91
To allowance to general managers to cover office rent and clerks' salaries	6,000.00
To directors' fees	\$1,000.00
To remuneration to general managers, 5 per cent. on gross earnings	4,941.45
Tq. balance	\$57,216.05

Cr.

By traffic receipts (after deducting loss on subsidiary colony)	\$36,388.73
By advertisement rents	272.50
By real account	340.00
By transfer fees	8.00
By interest	1,080.47
Tq. balance	\$39,089.10

BALANCE SHEET AT 30TH APRIL, 1909.

Assets.	
Capital account: 75,000 shares of 10 each	\$750,000.00
Less: uncalled, 50 per share on 5,000 shares	450,000.00
Reserve fund	5,000.00
Mortgage R.B. Lot No. 80	29,000.00
Unexpired season tickets	4,340.73
Sundry creditors	13,834.57
Profit and loss account do. for last year	7,471.65
do. for the year	357,216.05
Tq. balance	\$395,163.00

Liabilities.	
Permanent way and concession (old line)	\$200,000.00
Permanent way and concession (new line)	45,626.29
Stations, Crown lands and buildings (Inland Lots 1317, 1335, 1334, 1337, 1338 and R.B. Lots 81 and 82)	35,256.20
Rolling stock	30,983.10
Office furniture	653.60
Coal and stores in hand	668.90
Sundry debtors	1,591.03
Cash in Hongkong and Shanghai Bank	\$71,274.81
Cash and companies' orders in hand	315.918
Tq. balance	\$453,853.79

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

FRANCE IN TONKIN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—The *Hongkong Telegraph* published, in its issue of the 21st inst., a telegram from Peking, 18th May, reproduced from the Chinese newspaper *Shung Po* relating to a supposed violation of the Chinese frontier of Kwangsi by French troops stationed in Tonkin. I am authorized to give a formal denial to these absurd rumours which, according to official telegraphic information I have just received from the Governor-General of Indo-China, have no foundation whatever. I may even add that the authorities on both sides of the frontier are working in perfect harmony. Believe me, very sincerely yours,

GASTON LIEBERT,

Consul for France,

Consulat de France, Hongkong,

Hongkong, 22nd May, 1909.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Rich, George & Co. write in their Weekly Share List of to-day's date:—

A moderate to fair general business has been in progress during the week under review, but prices have not changed much, except in Banks, China Sugars and Landa, which have improved further, and Indo-Chinese and Dock shares, which have suffered a set-back. The sterling demand rate of exchange on London closes at 105 1/16d., while rates on Shanghai are at 11 1/2 for a Bank T/T, and 11 1/4 for a three days' sight Private Draft. Barsilver in London is quoted 24 1/2, and Consols 85 1/16. The Bank of England's rate of discount remains at 4 per cent., while the private market rate of discount has advanced to 1 1/2 per cent.

Bank Shares.—Hongkong and Shanghai Bank, at \$35 to \$36 and have been bought up at latter rate; the London rate is £50. Nationals are unchanged.

Marine Insurance Shares.—Unions found further buyers at \$84, and Cantons sold at \$107. In other stocks under this heading nothing has transpired and rates are unchanged.

Fire Insurance Shares.—Hongkong has again been done at \$35 and continue in demand. Chinas are wanted at \$10, after a sale at \$10 1/2, but none seem to be available at present.

Shipping Shares.—Hongkong, Canton and Macao Steamboats changed hands at \$34 and \$34 1/2, closing with buyers at the higher figure. Indo-Chinese weakened considerably both here and in Shanghai, and, after sales at \$80 to \$77, the stock is on offer at \$73; we hear the rate in the north has dropped to 115. 53; the London rates are unchanged. China and Macao, as well as Douglases, are unchanged. Star Ferries are wanted at \$26 for old and \$15 for new issue shares. Shell Transport, in sympathy with a London quotation of 61s., have local buyers at 61s. 6d. for newer ships. Union Waterboats are wanted at \$10 1/2 after a sale at that figure.

Refineries.—China Sugars changed owners in fair quantities at \$10, \$11, \$14 1/2 and \$15, and have buyers at the highest rate; sale at \$14 1/2 for end of June and \$15 for August have been effected. Luxons are neglected with sellers at \$16.

Mining Shares.—Charbonnages are unchanged. Rubens sold in fairly large quantities at \$9 1/2 to \$2, and have further buyers at \$9 1/2; the *Hongkong Telegraph* of 18th inst. prints the Mining Manager's report for the four weeks ended 24th ultimo. Chinese Engineering and Mining Company's shares have advanced to buyers at 11s. 17.

Docks, Wharves, Godowns, &c.—Hongkong and Whampoa Docks changed hands at \$70 1/2 and \$74 1/2, and have further sellers at \$65 1/2 to \$64, however, there are buyers. Geo. Fenwick has sellers at \$11. New Amoy Dock shares are firm with probable buyers at \$24; we hear that a dividend of 50 cents per share for 1908 will be declared, and \$4,000 added to reserve, after liberal writings off have been effected. Shanghai Docks dropped in the north to 11s. 83, but appear to be firmer again, since a wire received quoted a sale at 11s. 84. Hongkong and Kowloon Wharves have been done in considerable quantities, mostly to the north, at \$50 and \$52 1/2, and close firm with further small buyers. Shanghai and Hongkong Wharves have dropped in the north to 11s. 167.

Lands, Hotels and Buildings.—Hongkong Lands have improved to 1s. 12s. and buyers at \$105. Kowloon Lands are firm at \$50. West Point sold at \$44. Hongkong Hotels are quiet at \$7 for the old share, while the new issue is on offer at \$12. Humphreys are unobtainable at \$1, and a slightly higher rate would doubtless be paid for shares. Shanghai Lands are quoted 11s. 110.

Cotton Mills.—Ewos improved to 11s. 124; but close earlier at 11s. 122. Mail advices quote International 11s. 89, Lau Kung Mow 11s. 07 and Szechuan 11s. 400. Hongkong Cottons are quiet but steady, at 58 1/2.

Sundry Manufacturing Companies.—China Light and Powers have been done again at \$6, and have further buyers. Hongkong Electric is in demand at \$24. Green Island Cement changed hands at \$8 90 and \$8 80, and more shares are on offer at the lower figure. Ropes seem to be a trifle firmer, sellers at \$24 having withdrawn from the market. United Alabaster, ordinary shares, are wanted at \$13. In other stocks under this heading no sales have been reported, and rates are unchanged.

Miscellaneous.—China Borneos have been negotiated at \$12 and \$13, and buyers at latter rate rule the market. China Provident is done at \$14 1/2 for old and more shares are wanted, while the new issue is offering at \$1. Langkats are quoted 11s. 1, 1, 1; a second interim dividend of 11s. 121 per share, in respect of the current year's working, is payable on 15th proximo, transfer books closing from 8th to 15th proximo, both days inclusive. Watsons have buyers at \$34. Watsons changed hands at \$34. Wm. Wm. Powells, sold at \$4. Other stocks under this heading are unchanged, and no sales have been made public.

THE MACAO PROBLEM.

One of the subjects largely discussed in Chinese circles at the present time is that of the delimitation of the Macao boundary and largely through fear of Portuguese aggression, for which it must be admitted there has been some ground in the history of similar negotiations in the past, the Chinese have been led into a mood of hysterical inaccuracy and misstatement. The Portuguese authorities, on the other hand, have scarcely shown themselves circumspect in their approach to this very ticklish subject, and the frame of mind on either side is such that the simplest matters are distorted and the motives of each are suspected by the other. The result is that several issues are being confused which ought to be kept quite separate. Macao is China's longest-standing foreign problem.

Before the Portuguese settled on Macao they had been confined to several islands in the immediate seas and it is still a matter of doubt whether they took up their residence by Imperial bounty or by right of conquest. Whatever may be the real answer to that question there is no question that until the year 1885 they paid an annual rental of Tls. 500 for their holding, and having refused to pay that rental any longer they drove out the Chinese customs service and every representative of Chinese authority. This was of course bitterly resented by the Chinese government and it was not until 1887 that Portuguese sovereignty over Macao was recognised by China. By this time, however, Macao had begun to be a problem to Portugal herself, for since the British possession of Hongkong Macao's trade and general importance had decayed very considerably. Certainly there was not sufficient material interest in Macao to warrant any very strenuous measures being taken for its retention, and it was this feeling that led to several attempts being made to dispose of the historic Colony to the French who were consolidating their interests in the South. These attempts were frustrated by British interference in the interests of Hongkong—this was before the days of the "emancipation"—which was rapidly capturing all and more than all the trade that had formerly passed into China, through Macao; and the latter years of the history of the delightful spot since the home of Camoens has been no credit to its possessors. Apart from its haunts of vice Macao has other claims which seriously complicate any problem connected with it. The Chinese hold that it is a smuggling centre from which the supplies of ammunition and all warlike material needed by the revolutionary party are obtained with unfailing regularity, and they therefore view with concern any possibility of the extension of the area in which such operations take place, or can take place. It is, moreover, the only spot on the possession of foreigners, and there is a natural desire on that score alone that there should be no extension of Macao's limits.

But perhaps more serious in the Chinese mind is the possibility that Portuguese demands for delimitation involve other issues, or will be wrested so as to involve them. On previous occasions when Portugal has been anxious to secure the delimitation of Macao's boundaries the negotiations have proved fruitless, except that they have wrested from the Chinese some concession of material benefit to Portugal. Thus the negotiations of 1901 ended in the Macao-Canton Railway concession. To prevent the possibility of a like issue to-day the Chinese are at present making the counter-move of seeking to recover this hitherto unfruitful concession, and their agitation is doubtless partly intended to stiffen the backs of the possibility of mere "delimitation"—which is all that Portugal professes to seek—being made a cloak for extension. The last negotiations of a similar character broke down because of disagreement as to the possession of certain islands adjacent to Macao.

The necessity for delimitation is quite clear to those who are acquainted with the local conditions. There is frequent conflict of jurisdiction and international complications are unavoidable so long as boundaries either ashore or at sea are ill defined. The *Taipei Maru* incident might be put forward in illustration of this point. It was held by the Portuguese that the *Taipei Maru* was in Portuguese waters at the time of her being called upon to stop by the Chinese officials, and in order to prevent the repetition of any such incidents there ought to be clear understanding as to the limits of jurisdiction; but if in the course of delimitation proceedings there arises any difference of opinion both sides should be prepared to give and take in order that a final settlement may be reached. It would perhaps be better if the whole question of delimitation had been handed over to an independent Commission, as Chile and the Argentine Republic submitted their boundary delimitation to a Commission appointed by King Edward, and at Great Britain and Germany have recently agreed to submit similar issues in Africa to a Commission appointed by the King of Spain.

As regards the railway, it is quite clear that it will never be built by Portuguese capital and it is according to the dictates of common sense that those who cannot use a concession to the general advantage should be prepared to hand it over to those who could. The fable of the dog and the bone has the sanction of a long antiquity, but that does not limit its applicability in the affairs of the twentieth century. —*Shanghai Mercury*

RABIES IN TONKIN.

Summer has set in throughout Tonkin and, with the hot season, an outbreak of rabies is reported. Several natives have died of hydrophobia, and the Pasteur Institutes are crowded with patients. The same thing happens every year, and there seems to be no help for it. Experience at these establishments shows that the Pasteur treatment often fails in obstinate cases. There is also some ground for believing that, in tropical countries, rabies takes readily a fatal turn. The most powerful factor that works against stamping out the disease is the lack of stringent regulations for the destruction of vagrant dogs.

SHANGHAI HOLOCAUST.

TERRIBLE EXPLOSION IN MATCH FACTORY.

The following report is taken from the *Shanghai Mercury* of the 17th inst.—This morning an appalling affair occurred on the outskirts of the Settlement, a match factory being blown up and though at the time of writing the death-roll is put at nine, it is feared that under the debris of the ruined building are lying the corpses of many more. The explosion occurred about half-past eight o'clock in the morning, and so great was the shock that over a mile and a half away doors shook on their hinges and dishes were thrown from their shelves, while for a considerable radius around the scene of the catastrophe not a whole pane of glass remained. The factory where the explosion took place is situated about a mile from the Markham Road Bridge on a Chinese extension of that thoroughfare, and this morning after the explosion it presented a scene of ruin and wreckage.

THE BUILDINGS. Evidently the match factory, which is the property of Chiang Sugg and Co., is a comparatively new concern, for where the explosion has not completely shattered the walls there are evidences that the building is of recent construction. The entrance door faces south, and except at a few places, where there is only a ground floor, the structure is of two storeys. It is about a hundred yards in length, and while on the west side it is approached by uncultivated fields it is bounded by a row of houses on the east, with a yard at the back. The greater part of the building appears to have been used principally for storage purposes, and the central part only was a work room. How many employees there were it is very difficult to find out, for some of the Chinese put the number at two and others go the length of 700. Obviously the latter is an exaggeration, as the size of the building would not admit of so many being employed. The explosion seems to have taken place close to it not actually in the workroom, for the wall and roof have been entirely blown away, and nothing remains now but a mass of debris.

THE EXPLOSION. Owing to the difficulty of securing a coherent story from the Chinese it is impossible to state the cause of the explosion. One story is, however, highly plausible, and if correct accounts for the small death-roll, so far ascertained. It is, however, reported that about forty people are still buried beneath the ruins, and this points to the circumstance of the explosion occurring before the work-people had time to reach a place of safety. This version is to the effect that while phosphorus was being pounded in a mortar spontaneous combustion ensued, resulting in the explosion which wrought so much havoc. There is another account which if true means that forewarned of the impending disaster a number of the employees made good their escape. Shortly before half-past eight o'clock while the men and women were at work a fire is said to have started close at hand. At once the workers were seized with panic and a general stampede ensued for the door out of which the people poured pell mell. Then the explosion occurred. There was a deafening roar, a shock which shook buildings at enormous distance away, and for two or three hundred yards around bricks, glass, and splinters of wood poured down like hail. A great cloud of sulphurous smoke filled the air, and as it cleared away it was seen how terrible had been the destruction to property. Distant though the factory was from the central part of the Settlement it was only a few minutes before help was speeding towards the scene of the disaster. The fire engine was manned, and in a motor car Mr. G. S. V. Bidwell, Chief Engineer, set off to the spot. A number of constables in plain clothes from the Western Depot also hurried to the scene, and in a short time Colonel Bruce and Mr. W. A. C. Platt drove out in a motor car to see if assistance could be given. In the meantime there was almost a procession of rickshaws proceeding from the factory to the settlement bearing the injured home and to hospital. One or two with blackened features seemed beyond medical aid, while a number were carried along with heads and limbs bandaged, evidently having been struck by the debris.

HEART-RENDING SCENES. The few minutes following the explosion seem to have been minutes of conflagration. From far and near there was a rush of Chinese, and a crowd had soon gathered which the native police could no more than control. A woman who had been caught in the explosion and knocked senseless, on recovering from her swoon seemed to have gone mad, as she ran hither and thither in a demented condition. A gap thirty or forty yards in length had been blown in the west wall, and the roof had been blown to atoms, while all the other walls showed great fissures and some already overhanging threatened every moment to collapse. Despite the danger attending rescue work the foreign police from the Western Depot proceeded to make a search of the debris in the hope of being able to find some alive. The task was, however, hopeless. Where a part of the wall had collapsed immediately after the explosion a couple of Chinamen were discovered and extricated from the debris. In their case death must have been practically instantaneous, for under the load which planned them to earth none could have lived a minute. From under a pile of masonry the foot and leg of another man protruded, but it was impossible to get him out, for above a brick wall overhanging at a perilous angle, and the least disengagement of the stones at the foot threatened to send it crashing down on the rescuers' heads. Two others were found buried in the debris and beyond human aid, while the head of another which was found in a frightful condition brought the death roll to six. So badly had the head been mutilated that the only feature which was recognisable was the teeth, the brain and skull having evidently been blown away, leaving the skin hanging to the jaw. At another place a corpse was found among the ruins, showing that another man

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that BENEDICT SCHÖNFELD & Co., a firm duly organized under the German Law and carrying on business under this style at No. 47, Gr. Theaterstrasse in the city of Hamburg in the German Empire, Merchants, and of which firm FELIX MANFRED SCHÖNFELD is the Sole Owner, have on the 29th day of April, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

A twig of flowers and leaves, the lower part being enlarged into two particularly wing shaped parts, each of which ending into an inwardly bent projection. A hat sitting on that lower part. A flying ribbon underneath. The whole arranged in a square with ornamented edges.

In the name of BENEDICT SCHÖNFELD & Co. who claim to be the Sole Proprietors thereof, The Trade Mark has been used by the Applicants since at least 6 years in respect of Cord yarn, yards of wool, worsted or hair, in Class 33.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 21st day of May, 1909.
MATTHEW J. D. STEPHENS,
Solicitor on behalf of the Applicants.

WANTED.

AN ASSISTANT BOOK-KEEPER.

Salary to a qualified Man—\$150.

Apply to—

THE SECRETARY,
Dairy Farm Co., Ltd.

Hongkong, 22nd May, 1909. [430]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above on FRIDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd May, 1909. [403]

had suffered mutilation. Later on other bodies were discovered, all badly cut up, and by afternoon the total recovered numbered nine. Seldom has a more painful sight been witnessed at an industrial centre, and even yet it is impossible to tell the total of the casualties. One or two dangerous walls will have to come down before the ruins of the masonry can be cleared away to extricate the corpses, and until that is done the toll of the dead cannot be accurately ascertained. It is quite possible in view of the state of the ruins that the report of forty being buried beneath is correct. Numbers are reported missing, and if beneath the masonry beyond assistance, as all would without question be crushed to death.

EFFECTS OF THE EXPLOSION.

In the native houses near at hand the explosion had had a terrible effect. Not only was everything made of glass smashed, but large window frames and shutters were torn from their hinges by the violence of the shock. All around the factory glass and splinters of masonry strewn the ground and a thick yellow powder, evidently a product of the combustion of the sulphur, lay everywhere. Matches lay about in thousands, while from the ruins where fire smouldered overpowering chemical fumes arose, preventing the native firemen who were at work with a hand pump from tackling the flames properly. However, the violence of the explosion had practically extinguished the most serious part of the fire, and it was only the embers that remained alight. In a mill several hundred yards away not a window escaped, while in the S.M.P. Western Depot the building shook as if an earthquake had occurred. In the "Neuk," the residence of Mr. J. A. Harvie, in North Hosen Road, Extension, the shock was distinctly felt, despite the distance, and other houses had similar experiences.

AT THE HOSPITAL.

Inquiry at Shantung Road Hospital elicited the information that though only six employees had been taken there for treatment a large number more were known of as being injured. Two of those treated were women, the others being men, and of these only one case is critical. The injuries were principally to the head, evidently caused by splinters from the explosion. It is reported that the injured number over 100.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—An Ordinance to demote the Postage Stamps bearing the Head of Her late Majesty Queen Victoria. An Ordinance to amend the Law with respect to the liability of young persons to the death sentence. An Ordinance to amend The Larceny Ordinance, 1865. An Ordinance to amend The Life Insurance Companies Ordinance, 1907, and An Ordinance further to amend the Merchant Shipping Ordinance, 1899.

Intimations.

THE DAIRY FARM CO., LIMITED.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

Hongkong, 22nd May, 1909. [380]

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VŒUX ROAD CENTRAL (lately occupied by Madame Fay).
Hongkong, 29th April, 1909. [576]

INSURANCE MAN seeks Engagement, 28 years' experience, with Leading Firms Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

Apply—

"VICTOR,"

C/o Hongkong Telegraph.

Hongkong, 30th April, 1909. [382]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.	11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.	2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.	3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.	

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.	9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.	10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.	12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 7.00 p.m. ... Every 15 minutes.	7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [41]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	ALLAN LINE FRIDAY, JULY 9TH.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer, as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First-Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. QUADDUCK, General Traffic Agent,
Corner, Pedder Street and Prays (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

From	Steamship	On
SHANGHAI	TINGSANG	TUESDAY, 25th May, Noon.
FOOCHOW	FOOSHANG	WEDNESDAY, 26th May, Noon.
SINGAPORE and SAMARANG	HOPSHANG	WEDNESDAY, 26th May, Noon.
TIENSIN via CHEFOO	CHEONGSHING	FRIDAY, 4th June, Noon.
MANILA	YUENSANG	FRIDAY, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	MONDAY, 7th June, Noon.
SGAPORE, PENANG and CALUTTA	KUTSANG	TUESDAY, 15th June, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days)

The steamers "Kutsang," "Namsang" and "Fookshang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 55.
Hongkong, 22nd May, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To	Sail
SHANGHAI	"LINAN"	23rd May	Daylight.
MANILA	"TAMING"	25th "	3 P.M.
SHANGHAI	"YINGHONG"	27th "	3 P.M.
SHANGHAI	"ANHUI"	30th "	Daylight.
MANILA	"KAIYONG"	1st June	3 P.M.
CEBU and ILOILO	"CHIHAI"	1st "	4 P.M.
SHANGHAI	"CHINHUA"	3rd "	Daylight.
SHANGHAI	"LINAN"	6th "	Daylight.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	15th "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN," and S.S. "SANDOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienin, Linan, Chienhui) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday, and Sunday, taking cargo on through Bills of Lading to all Yangtze and Western China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—single \$40, return \$70.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Telephone No. 55.
Hongkong, 22nd May, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the latest up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 20th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 5th June, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Telephone No. 55.
Hongkong, 22nd May, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	10th Aug., 1909, at Noon.
S.S. HONGKONG MARU	6,000 "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 4th May, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS," 10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 14th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above, on FRIDAY, the 25th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA B.C., SEATTLE & TACOMA, via MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing Date
Saveric	6,213	Shotton	3rd June
Oceanic	4,657	F. W. Davies	1st July
Konic	6,213	J. Mathee	20th July
America	4,657	J. Boyd	26th Aug.

These steamers are specially fitted for the carriage of Atlantic Seaways passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Union Buildings
Hongkong, 20th May, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER
"KWONG SAI" Capt. E. S. OROWE

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 3.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey £1.
Meals £1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUKEN & S. CO., LD.,
SHUI ON S. CO., LD.,
No. 2, Queen's Road West.

Hongkong, 26th April, 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AFRICA and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA," Captain T. H. HIDE, R.M.R., carrying H.S. Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 6,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Oceana," due in London on 2nd July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
R. A. HERWET,
Superintendent.

Hongkong, 15th May, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY," Captain Rebuffat, will be despatched for the above Ports on or about MONDAY, the 24th instant.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Agent.

Hongkong, 17th May, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," Capt. A. Stewart, will be despatched for the above Ports on SATURDAY, the 27th May, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 20th May, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malacca Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON & NEW YORK:
S.S. "PATHAN" About 16th June.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th May, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP, VIA MANILA, STRAITS AND COLOMBO.

THE Steamship

"DENBIGHSHIRE" Captain Barrett, will be despatched as above on the 18th June.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
Agents.

Hongkong, 19th May, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 22nd May, 1909, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 20
" Corned—Ham Ngau Yuk 20
" Roast—Shia 20
" Breast—Ngau Lam 18
" Soup, Tong Yuk 15
" Steak—Ngau Yuk Pa 20
" " Shioin—Ngau Lau 20
" Sausages—Ngau Yuk Chong 26
Bullock's Brisk— " Know 10 per set
" Tongue fresh—Ngau Li 50 each
" " Corned—Ham Ngau Li 60
" Head—Ngau Tau 60
" Heart—Ngau Sum 13
" Hump, Salt—Ngau Kin 18
" Feet—Ngau Kook 10 each
" Kidneys—Ngau Yiu 10
" Tail—Ngau Mei 12
" Liver—Ngau Con 18
" Tripe (undressed)—Ngau To 6
Calves' Head and Feet—Ngau Chai 10
" " Head— " 10
Mutton Chop—Yeung Pal Kwai 22
" Leg—Yeung Pal 22
" Shoulder—Yeung Shau 20
Pigs' Chillsies—Chi cheong 22
" Brains—Chi Kook 2
" Feet—Chi Kook 12
" Fry—Chi Ohak 25
" Head—Chi Tau 18
" Heart—Chi Sum 9
" Kidneys—Chi Yiu 9
" Liver—Chi Kon 30
Pork, Chop—Chi Pal Kwai 21
" Corned—Ham Chi Yuk 24
" Leg—Chi Pal 24
" Fat or Lard—Chu Yau 18
Sheep's Head and Feet—Yeung Tau 50
" Kook 50
" Heart—Yeung Sum 6
" Kidneys—Yeung Yiu 9
" Liver—Yeung Uoi 21
Sacking Pig, To Order—Chu Chai 23
Suet Beef—Sung Ngau Yau 23
" Mutton—Sung Yeung Yau 21
Veal—Ngau Chai Yuk 20
" Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 30
" Capons, Large, Small—Sin Kai 28
Ducks—Ap 18
Doves—Pan Koo 18
Eggs, Hen—Kai Tan 20
Fowls, Canton—Kai 38
" Hainan—Kai Nam Kai 28
Geese—Nyo 20
Wild Shanghai—Shung Hoi Ye 20
Nga 20
Musk Deer—Wong Keng 20
Hare—Ts Chai 20
Partridge—Che Khoo 20
Pheasant—Shan Kai 20
Pigeons, Canton—Pak Kuo 28
" Hollow—Hollow Pak Kuo 28
Quail—Um Chai 26
Rice Birds—Wo Fa Chien 20
Snipe—Sa Ohn 20
Turkeys, Cock—Fo Kai Kung 70
" Hen— " 55
Wild Ducks, Shanghai, Salt 20
Teal, Shanghai, Salt 20
Wild Ducks, Canton—Sung Shing Sui 20
" Ap 20

FISH.

Barbel—Kai Yu 9
Bream—Bli Yu 14
Canton Fresh Water Fish—Hoi Sin Yu 14
Garp—Li Yu 20
" Oatfish—Chi Yu 11
" Oodfish—Mun Yu 15
Grabs—Hoi 14
Gutta Fish—Muk Yu 14
Dab—Sa Mang Yu 14
Dace—Wong Mei Lun 12
Dog Fish—Tui To Sa 9
Kais, Congor—Hoi Man Yu 16
" Fresh water—Tam Sui Yu 14
" Yellow—Wong Shiu 24
Frogs—Tien Kai 32
Garoupa—Sek Pan 52
Gardoon—Pak Kuo Yu 52
Herrings—Tio Pak 18
Halibut—Cheung Kwan Yu 24
Labrus—Wong Ya Yu 24
Loach—Wu Yu 24
Lobsters—Lung Ha 16
Mackerel—Chi Yu 16
Musk Fish—Mun Yu 24
Mullet—Chi Yu 24
Oysters—Sung Hoi 24
Parrotfish—Kai Kung Yu 24
Perch—Tui To Sa 9
Pike—Fai Pau Poong 10
Plaice—Fan Yu 18
Pommet, Black—Hak Chong 24
Pommet, White—Pak Chong 24
Prawns—Ming Ha 24
Ray—Pai Pa 9
Rock Fish—Sek Kuo Kung 18
Roach—Chu Yu 18
Salmon (Fresh), fresh water 18
" " 18

FRUITS.

Shark—Sa Yu 9
Skate—Po Yu 10
Shrimps—Ha 24
Snapper—Lap Yu 24
Soles—Tat Sa Yu 26
Teuch—Wan Yu 18
Turbot—Chu Hoi Yu 24
Turtles, small, fresh water—Kook Yu 60
White Bait—Ngau Yu Chai 20

VEGETABLES, &c.

Artichokes, Shanghai—Shung Hoi Ai 7
" Chi Chank 7
Beans, (French) Macao—Oh Moon Pin 8
" Tau 8
Beans, (French), Shanghai—Shung Hoi Pin Tau 8
Boans, Sprout—As Choi 3
Beans, Long—Tao Kok 10
Beet Root—Hung Choi Tau 5
Brinjals, Green—Cheng Yen Kai 5
Brinjals, Red—Hui Kai 5
Brassica—Pak Choi 5
Bamboo Shoots—Chook Shai 10
Cabbage, Chinese, com.—Kai Choy 10
Cabbage, Red—Kai Lau Tau 10
Cabbage, (Shanghai)—Yeh Choi 10
Cane Shoots, bunch—Kao Shun 6
Cauliflower, Large size—Tai Yeh Choi 6
" Fa 6
Cauliflower, Medium size—Cheung Yeh Choi 6
" Choi 6
Cauliflower, Small size—Sai Yeh Choi 6
Carrots—Kam Shun 6
Celery, Chinese—Tong Kan Choy 8
Celery, English—Yeung Kan Choy 8
Celery, White—Pak Yeung Kan Choy 8
Chillies, Dried—Con Lat Chai 10
" Red—Hung Fa 10
" Green—Cheng Lat Chai 10
Curry Stuf, Kuglish—Ka Lao Choi 10
Cucumbers—Cheng Kwa 10
Bitter, Squash—Fu Kwa 10
Garlic—Suen Tau 10
Ginger, young—Sun Tai Keng 10
" old—Lo Keng 10
Horse Radish, Shanghai—Lik Kai 10
Indian Corn—Suk Mai 10
Lettuce—Yeung Sang Choi 10
Water Chestnuts—Ma Tai 10
" Mandarin—Kwai Lum Ma Tai 10
Musk Melon 10
Mushrooms, Fresh—Sung Chai Kuo 10
Onions, Bombay—Yeung Chong Tau 10
" Green—Sung Chong Tau 10
" Shai—Shung Hoi Chong Tau 10
" Japan—Yat Poong 10
Okra—Mo Ker 10
Parsley, English—Yeung On Sai 10
Grades Pee 10
Green Peas—Cheng Tai 10
Potatoes, Sweet—Fan Shu 10
" Shanghai—Shung Hoi Shu 10
" Tsal 10
" Japan—Yat Poong Shu Tai 10
" American—Fa Ki 10
" Foochow—Fuk Chai Shu Tai 10
" Macao—Oh Moon 10
Pumpkin—Tong Kwa 10
Radish—Hung Lo Pak Tsal 10
Rhubarb 10
Shallots—Oon Chong Tau 10
Spinage (Chinese)—Pau Choi 10
Spinach—Yiu Choi 10
Tomatoes—Fan Koi 10
Taro—Wo Tau 10
Turnip, Pan-ti (Long)—Low Pak 10
" English—Yeung Low Pak place 10
Vegetable Marrow—Chi Kwa 10
Water Cresses—Sai Yeung Choi 10
" Caulrops—Lau Koi 10
" Lily Roots—Liu Ngau 10
Yams—Tui Shu 10

THE prices necessarily vary from day to day, and the Sanitary Board has no power to compel hawkers to sell at the prices quoted.

W. BOWEN ROWLANDS, MANAGER, JOSEPH BOWEN, ASSISTANT.

TO-DAY'S MACHANOE.

SHIPPING AND MAILS

THE WEATHER

Shipping.

Ger. s.s., 1,03, Fr. v.
ind. May,—Bangkok
S. 6

ces at the Harbour Office.

Departures

16-00000-0124

13th April— <i>Aragonia</i> , <i>Awa</i> Maru, Anita, <i>Sprengel</i> , <i>Silene</i> . <i>Meio</i> : 1st — <i>Lyndhurst</i> , <i>Princess Alice</i> , <i>Touraine</i> , <i>Montgomery</i> . 10th April— <i>Yed</i> <i>Amethusa</i> . 11th April— <i>Nor</i> . 23rd April <i>Awa</i> Maru. 27th April— <i>Macedonia</i> , <i>Zen-</i> <i>Headley</i> , <i>Andalusia</i> , <i>Westphalia</i> . 30th — <i>Kleff</i> , <i>Nora</i> . 4th May— <i>Thordis</i> , 1st. 7th May— <i>Isabab</i> Maru, <i>Leoris</i> , 1st. 11th May— <i>Dorlmund</i> , <i>Saxonia</i> . 15th May— <i>Caladenia</i> , <i>Prins Ludvig</i> . 19th — <i>Felbo</i> , <i>Ping Sway</i> . 21st May— <i>Gouben</i> , <i>Arts</i> , <i>Suruga</i> , <i>Hiltscht</i> Maru.	Tal Tal Tal Kor Kor Oax Oax Vic Vic Wol Wol Phk Phk T T O A A Leg Bac Ceb Ceb
May 1st 10 a.m.	May 2nd 4 p.m.
Temperature 76.80	70.70
Humidity 74	74
Cloud 92	95
Local	

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son	000	000	000	sub-marine	000	000	000
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000	000	000	000	sub-marine	000	000	000
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000	000	000	000	armoured gunboat	000	000	000
000	000	000	000	destroyer	000	000	000
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Flagship of Rear-Admiral Richard F. V.

900	—	—	
1,820	5	1700	Lieut. Bertrand...
506	7	400	Commander Reid...
100	6	500	Capt. L. Gervis...
70	—	60	Lieut. Combs...
100	7	1,152	—
150	8	60	—
70	—	60	Lieut. Marrs...
1,685	10	900	Commander Rag...
308	7	6,300	Commander de...
70	—	60	Lieut. Monn...
500	7	7,000	Commander Mor...
70	—	60	Lieut. Morris...
5,330	27	5,300	Capt. Dronet...
1,610	8	1,500	Lieut. Serfat...
280	6	60	in Reserve...
—	—	—	Commander Mor...
—	—	—	Lieut. Elkes...

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